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Hongkong Daily Press

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No. 21,707 號第零百柒千壹萬式第 日集拾月正辰戊 HONG KONG, WEDNESDAY, FEBRUARY 8th, 1928. 叁拜禮 日捌月式年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEKDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yammat ...Dep.	6.49	8.05	9.10	10.00	12.07	1.23	2.23	4.43	5.53
Shatin ...Dep.	7.01	8.17	9.22	10.12	12.19	1.34	2.34	4.54	6.04
Taipei ...Dep.	7.15	8.31	9.36	10.26	12.33	1.47	2.47	5.07	6.17
Taipei Market Dep.	7.30	8.46	9.51	10.41	12.48	1.63	2.63	5.23	6.33
Fanning ...Dep.	7.40	8.56	10.01	10.51	12.58	2.02	3.02	5.38	6.48
Shatin ...Dep.	7.55	9.11	10.16	11.06	13.13	2.17	3.17	5.53	7.03
Shatin ...Arr.	7.41	8.57	10.02	10.52	12.59	2.03	3.03	5.39	6.49
Canton ...Arr.	11.50	5.35	—	—	—	6.03	—	—	—

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yammat ...Dep.	6.49	8.05	9.10	10.00	12.07	1.23	2.23	4.43	5.53
Shatin ...Dep.	7.01	8.17	9.22	10.12	12.19	1.34	2.34	4.54	6.04
Taipei ...Dep.	7.15	8.31	9.36	10.26	12.33	1.47	2.47	5.07	6.17
Taipei Market Dep.	7.30	8.46	9.51	10.41	12.48	1.63	2.63	5.23	6.33
Fanning ...Dep.	7.40	8.56	10.01	10.51	12.58	2.02	3.02	5.38	6.48
Shatin ...Dep.	7.55	9.11	10.16	11.06	13.13	2.17	3.17	5.53	7.03
Shatin ...Arr.	7.41	8.57	10.02	10.52	12.59	2.03	3.03	5.39	6.49
Canton ...Arr.	11.50	5.35	—	—	—	6.03	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	8.05	10.34	11.09	11.37	2.58	5.00	5.54	5.55	6.24
Shatin ...Dep.	8.12	10.41	11.16	11.44	3.05	5.07	6.01	6.02	—
Shatin ...Arr.	8.16	10.45	11.20	11.48	3.10	5.11	6.05	6.06	—
Fanning ...Dep.	8.28	10.58	11.33	12.00	3.21	5.23	6.17	6.18	—
Taipei ...Dep.	8.31	11.00	11.25	12.05	3.24	5.26	6.20	6.21	—
Taipei Market Dep.	8.45	11.14	11.39	12.19	3.28	5.30	6.24	6.25	—
Shatin ...Dep.	8.57	11.26	11.51	12.31	3.39	5.41	6.35	6.36	—
Yammat ...Dep.	9.08	11.37	12.02	12.42	3.50	5.52	6.46	6.47	—
Kowloon ...Arr.	9.08	11.37	12.02	12.42	3.50	5.52	6.46	6.47	—

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from Messrs. THE COOK & SON, LTD., HONG KONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

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THE JAPANESE AND MANCHURIA.

SOVIET WATCHFUL OF RAILWAY DEVELOPMENT.

MR. YAMAMOTO'S ACTIVITIES.

Recent talk of a new "positive" policy of Japan in Manchuria has raised forebodings in the minds of those who recall the famous "Twenty-one Demands" made in 1915 and the aggressive measures taken by Japan on the Asiatic mainland at that time.

It may be well to glance at the events which foreshadow this new development.

In June last two important conferences were held, one in Tokyo and the other in Dairen. At both the principal matter under discussion appears to have been the question of Japan's policy in Manchuria and Mongolia. Just what was decided has never been made quite clear, but the appointment, about this time, of Mr. Yamamoto, of the Government party, an energetic business man who advocates economic imperialism, as President of the South Manchurian Railway, was a move of much significance.

Japan's Special Position.

Mr. Yamamoto is not the sort of man to let grass grow under his feet, and it soon became evident that he had definite views regarding the development of Northern Manchuria, only one-fifth of which has, up to now, been exploited. Manchuria, it is true, is not Japanese territory, but Japan's special position there has received the tacit recognition of the other Powers, and she is able to profit thereby. Mr. Yamamoto's plans are something as follows:—

Raw Materials From Manchuria And Mongolia.

Japan, being debarred from solving her surplus population problem by means of emigration, must turn to industrialization as a possible solution. To do this she must obtain raw materials for her factories from the nearest possible source, and must also develop markets for the sale of the goods manufactured thereby. Manchuria and Mongolia only require development to provide Japan with both the raw material and the markets she seeks. To develop this vast territory, however, more railways are required, and it is on railway construction that Mr. Yamamoto mainly pins his faith.

Valuable Immigrants.

The civil disturbances which have broken out constantly of late in Shantung, Chihli, and Honan, have driven more and more of the inhabitants of these Chinese provinces to Northern Manchuria to seek peace and work, with the result that the population in Manchuria has risen very considerably. Whereas, up to four or five years ago, the annual migration amounted to only about 200,000, it now reaches some 800,000, and is expected to touch the one million mark before long. The present migrations, unlike those of earlier times, consist of whole families, who propose becoming permanent settlers. Thus the productive and purchasing power of Northern Manchuria increases accordingly.

Railways.

By opening up the country by means of railways, Japan will be in a position to profit by such a ready-made market for her goods. These numerous Chinese immigrants who cannot afford, and have little use for, the high quality articles produced in Western countries. What they require are coarse goods such as Japanned iron.

While, however, the development of Northern Manchuria and Eastern Mongolia in this way is a legitimate enough desire on the part of Japan, an element of danger is visible. Moscow desires to retain Japanese friendship ever more than Japan needs her, but as the railways are planned by Mr. Yamamoto have a strategy as well as economic value, the Soviet can hardly be expected to view the prospect of their construction with too favourable an eye.—Morning Post.

SILK SMUGGLING IN ENGLAND.

MORE DISCLOSURES.

AUDACITY OF WOMEN.

Smuggling in England is not at all

ways carried out in the quiet corners and on the lonely beaches. Sometimes cargoes are brought ashore with brazen audacity, and for audacity you cannot equal the woman smuggler. Women have been known to run cargoes over here from France in private yachts ostensibly engaged in pleasure cruises.

A little time ago a small yacht put in at a port on the East Coast. The chief passengers were a man and a woman. The yacht berthed in the usual way, and was boarded by a Customs officer, who found nothing dutiable on board. Yet a valuable cargo of dutiable goods was landed by this yacht.

The boat was met by two dinghies, which were rowed out to her, the occupants waving joyous welcomes and generally behaving like enthusiastic holiday-makers. While the dinghies were on the "blind" side of the ship, goods were swiftly transferred, and the yacht was able to go to her berth with a clear head.

East End Market For Silk.

The tax on silk has now made that material the smugglers' richest prize, and it is also the easiest to carry. It can be swathed about the body and artfully hidden in a score of ways, and when you remember that a lady's costly silk dress, on which there may be a duty of £10, weighs only six ounces, you will understand that a cargo of only a hundredweight is worth while. The chief market for these contraband goods is in the East End of London. They are sold and resold, and eventually get to the West End, where they are given away and innocently offered for sale. "The big well-known shops," said a silk expert yesterday, "would not receive this stuff because they have their own traders from whom they buy, but buyers in some of the other shops perhaps have a 'good line' of silk offered them. They have no reason to suspect it. It is cheap and good, and they would be fools to refuse it."

An official of the Silk Association said: "This side of the silk industry does not concern us much, but of course these stories have reached our ears. Against the great amount of silk imported each year smuggled goods can count but little. It is not generally realised that silk is about the third biggest import into this country, and that its value is from 18 to 20 millions a year."

Cost Of Prevention.

This running of contraband goods on in face of more intensified work by the Customs authority. From the Customs point of view the coast is better patrolled to-day than even before. The old coastguards used to do life-saving duty as well as preventive work. Since the new arrangement of 1923, the coastguards have been concerned only with life-saving work, and there has been a new force of men whose work is solely preventive.

In that sense the Customs watch on the coast has been increased. There are over 1,500 preventive men in Great Britain and Northern Ireland, and it is considered that this enables an adequate guard to be kept.

The authority who gave me this information added: "I mean the sort of guard that is practicable. Of course smuggling goes on and will go on as long as men are men and the profits are what they are. To establish a guard that would be landed would mean an enormous expense."

So the position appears to be that the tax on silk is frequently evaded despite the costly organization that is kept up to ensure that this material and other taxed goods shall pay the duty imposed, and that the gathering of the full fruits of a prohibitive tariff can only be accomplished at a cost which would make the process ridiculous and unprofitable. Already there are serious leakages, and if, as is thought not unlikely, the aeroplane is used more often for smuggling this light and easily carried material which makes an ideal cargo for the air, one can imagine that to cope with the contrabandists successfully would cause an expenditure that would go far to offset any gain to the Exchequer from the tariff.—Daily News.

DIARY OF EVENTS.

To-day.

Fanning Hunt: Meet at Mr. Souza's Bungalow, 2.45 p.m.
Yachting: Navy v. Army.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Hockey: Club v. Navy (Sim Shield); U.S.R.C. ground, 5.30 p.m.
Annual General Meeting of the Navy League (Hong Kong Branch), Jardine, Matheson & Co., Ltd., Board Room, 5.30 p.m.
"Cheer O" Y.M.C.A.: Whist Drive, 7.30 p.m.
Cafe Regent dinner dance, 8 p.m.
St. Peter's Church Young Men's Club Dance, Lane, Crawford's Restaurant, 8.45 p.m.
Queen's Theatre: "The Gaucho."
World Theatre: "Irresistible Love."
Star Theatre: "The Eagle."
The Banvard Musical Company present "Queen High" Theatre Royal, 9.15 p.m.
Principal Malls: Inward: Europe via Siberia (Delagova Maru).

Thursday.

Belgenland (Round World Tourist Liner) due.
Cathedral Women's Workers' Guild: Address by Rev. G. H. Hewitt, on "The Church of England in the 19th Century," 10 a.m.; Committee meeting, 10.30 a.m. (Both meetings at St. John's Cathedral Hall).
Annual Ordinary Meeting Humphreys's Estate and Finance Co., Ltd., Hong Kong Hotel, 11 a.m.
The Ordinary General Meeting of the Hong Kong Land Investment and Agency Co., Ltd., Jardine, Matheson's Board Room, 12.30 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Helena May Institute Musicals: "Music of Childhood," 5.30 p.m.
"Cheer O" Y.M.C.A.: Impromptu Dance, 7.30 p.m.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "The Gaucho."
World Theatre: "Blarney."
Star Theatre: "The Man Upstairs."
The Banvard Musical Company present "Queen High" Theatre Royal, 9.15 p.m.
Principal Malls: Inward: Europe via Negapatam, letters only (Saurland). Outward: Europe via Siberia (Kwangsee), 2.30 p.m.

Friday.

Empress of Australia (Round World Tourist Liner) due.
Helena May Institute Bible Study Circle, 10.30 a.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Hockey: Funjibis, King's Park, 5 p.m.
"Cheer O" Y.M.C.A.: Concert and Dance, 7.30 p.m.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "The Gaucho."
World Theatre: "Blarney."
Star Theatre: "The Man Upstairs."
The Banvard Musical Company present "Mercenary Mary," Theatre Royal, 9.15 p.m.

Saturday.

Yachting: 9th Championship Race for Racing Yachts.
Fanning Hunt: Hunt Ride, Hunters' Arms, 2.30 p.m.
Cricket League: Division I: University 1st XI v. Kowloon C.C. Division II: Club de Recreio v. R.A.O.C.; 2nd XI v. H.K. Friendly Cricket: Navy v. H.K.C.C.; H.K.C.C. 2nd XI v. H.K. Garrison 2nd XI; Kowloon C.C. 2nd XI v. University 2nd XI; C.S.C.C. 2nd XI v. H.K. Police C.C.
Football: H.K.F.A. Challenge Shields: Seniors: China Athletic v. K.O.S.B. (Club ground); Club de Recreio v. H.K. Police (King's Park); R.A. v. South China (Sookunpo). Kick-off in each case at 4.15 p.m. Juniors: R.A. Reserves v. K.O.S.B. Reserves (Sookunpo); China Athletic Reserves v. South China "B" (Joseph's "B") (Chatham Road); St. Joseph's "A" v. H.K.F.C. Reserves (St. Joseph's). Kick-off in each case at 2.30 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 a.m.
"Cheer O" Y.M.C.A.: Impromptu Concert, 8 p.m.
H.K. Football Club annual dinner, Lane, Crawford's Restaurant, 8 p.m.
Elliot Hall Concert and Dance, 8 p.m.

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Volts	AMP. HOUR CAPACITY AT 20 AMPS.	Type	CASE	Dimensions IN INCHES L. W. H.	Price EACH	Replacement Group
6	15	63 MR	RUBBER	4 1/2 x 3 1/2 x 6 1/2	\$17	CYC
6	30	611 BHK	Do	9 1/2 x 6 1/2 x 7 1/2	\$30	4
6	45	A-612 JE	Do	10 1/2 x 7 1/2 x 9 1/2	\$40	1
6	60	A-611 SH	RUBBER	9 1/2 x 7 1/2 x 9 1/2	\$35	2
6	100	A-613 JF	Do	10 1/2 x 7 1/2 x 9 1/2	\$50	3
6	112	A-613 SH	Do	10 1/2 x 7 1/2 x 9 1/2	\$50	3
6	135	A-615 SH	WOOD	11 1/2 x 7 1/2 x 9 1/2	\$70	3
6	130	615 JKE-2	RUBBER	11 1/2 x 7 1/2 x 9 1/2	\$70	CAD
6	180	A-617 SH	WOOD	13 1/2 x 7 1/2 x 9 1/2	\$90	6
12	80	A-127 SE	WOOD	12 1/2 x 7 1/2 x 9 1/2	\$85	7
12	92	1211 SHK	Do	17 1/2 x 5 1/2 x 10 1/2	\$75	MO
12	67	1211 SHK	Do	17 1/2 x 7 1/2 x 9 1/2	\$95	12

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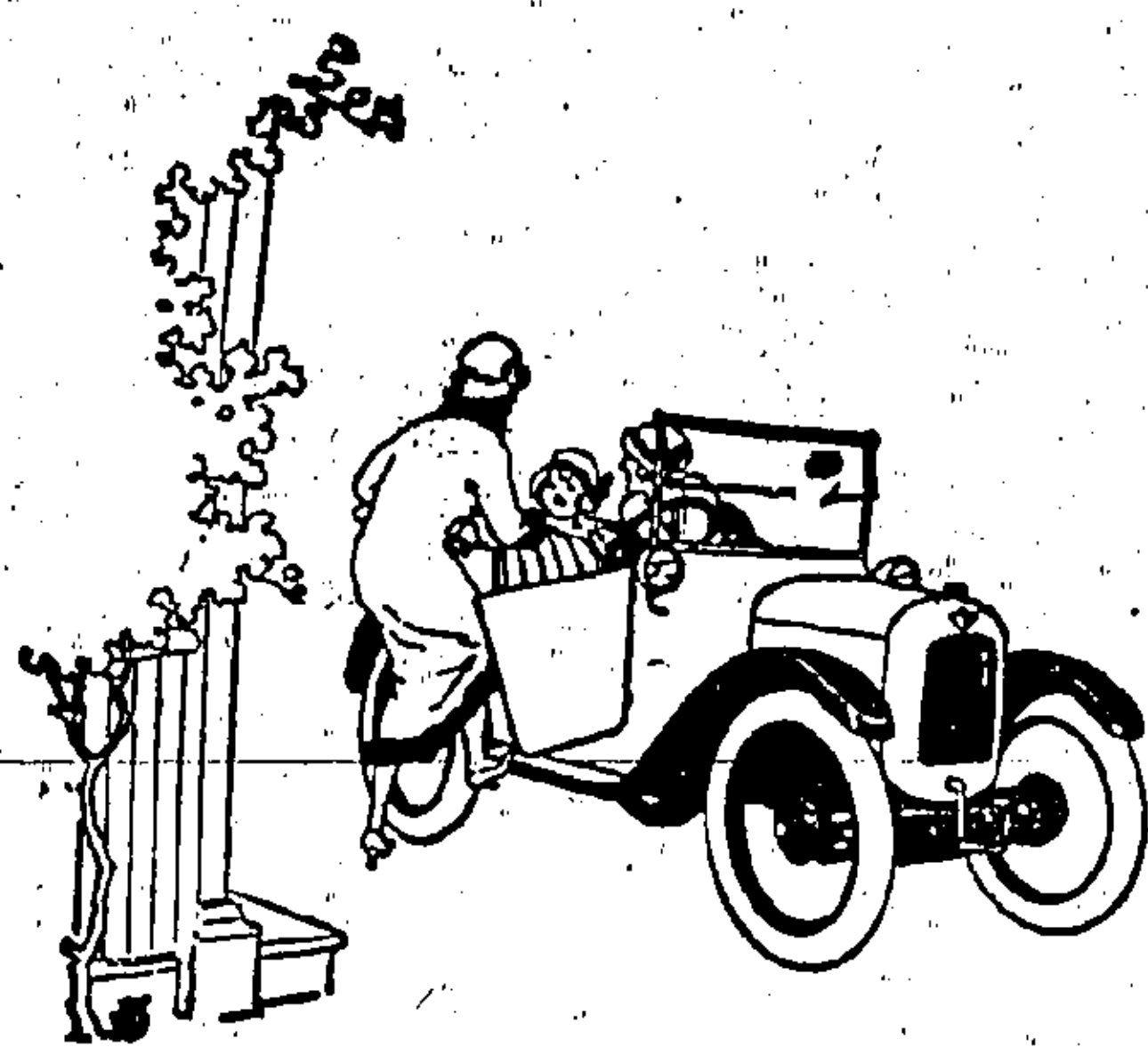
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[A-7-18]

MOTURING NOTES

(CONT'D.)

KOWLOON BUS ROUTES.

The following new motor bus routes in the New Territory for the China Motor Bus Co., Ltd. and the Kai Tak Motor Bus Co., Ltd., have been drawn up by the Police.

For the China Motor Bus Company: 1st Route, from the Star Ferry to Shumshuipo via Nathan Road, Laichikok Road to Shumshuipo. 7th Route, from the Star Ferry to Kowloon City via Hunghom to Kowloon City. 14th Route, from To-kwa-wai to Shumshuipo via Hunghom, Jordan Road, Yau-mai Ferry Wharf, Shanghai Street, Canton Road to Shumshuipo. 15th Route, from Star Ferry to Shumshuipo via Canton Road, Shanghai Street to Shumshuipo.

For the Kowloon Motor Bus Company: 2nd Route, from Star Ferry to Laichikok via Nathan Road, Laichikok Road to Laichikok. 6th Route, from Star Ferry to Kowloon City via Nathan Road to Prince Road to Kowloon Tong. 10th Route, from Star Ferry to Kowloon City via Canton Road, Shanghai Street, Prince Road to Kowloon City.

For the Kai Tak Motor Bus Company, Ltd.: 3rd Route, from Star Ferry to Kowloon City via Chatham Road, Hunghom, to Kowloon City. 4th Route, from Yau-mai to Kowloon City via Hunghom. 5th Route from Yau-mai to Hunghom.

Pending the arrival of the new cars of the Kai Tak Company the 3rd and 5th routes will be run by the vehicles of the China Motor Bus Company while the Kowloon Motor Bus Company will run also on the 4th route.

The above new routes will come into effect on April 1st.

ELIMINATE CHASSIS NOISES.

SILENT-RUNNING ENGINES.

Designers of motor cars powered by an exceptionally quiet type of engine have car-body problems to solve which are not so important to builders of cars that use a power plant that makes enough noise to drown out body sounds.

So, quiet is the operation of the Knight sleeve valve engine that all body noises must be eliminated as there is no engine noise to cover them. Willys-Knight engineers are vitally interested in the elimination of even minor body noises for they know that with all body noises eliminated they can offer a car that runs absolutely quietly.

In commenting on this problem of eliminating all noises from the chassis and body, Mr. A. J. Baker of the Willys-Knight plant in Toledo, Ohio, U. S. A., said:

"Poppet valve motors sooner or later develop mechanical noises as the result of wear and constant use, and these noises drown out or deaden chassis or body noises. With the Knight sleeve valve motor it is different, since it operates so smoothly and silently after months and years of service as it did on the day it was delivered from the factory.

"This means that at no time does the Knight motor cover any noise that may develop in the chassis or body and that to eliminate this possibility of noise development it is necessary to construct a chassis and body which is continually free from noises and squeaks, despite the length of service.

"The scientific construction of the Willys-Knight body, together with the employment of Belflex Spring Shackles on the chassis are chief factors in the continuous elimination of such noises as usually develop in other cars, even those of the higher price classes. Our Belflex shackles are impregnated with rubber and anchor the chassis springs to the frame in place of the usual shackles which become noisy with wear. These shackles eliminate metal-to-metal contact between frame and Springs, which is the source of much chassis noise in the average car. The Belflex shackles also improve the riding quality of the car by giving more flexible and cushioning effect, than is possible with steel shackles. In addition, they lengthen the life of the car by absorbing all road shocks and vibrations.

TRIUMPH SUPER SEVEN.

The products of the Triumph Company, of Coventry have enjoyed for the past forty years such a splendid reputation throughout the world that it is only natural that their new "Super Seven" car should have created wide interest, and to those who were not fortunate enough to inspect this thoroughly sound job at the Olympia Motor Show, the following details will be of interest:—

The four cylinders and the crankcase are cast en bloc, the cylinder head is detachable, and can be removed without disturbing either the inlet or exhaust manifolds. The side valve engine, which is in line with the centrally controlled three-speed gear box and clutch, has a bore and stroke of 56.5 mm. and 83 mm. respectively, which give a capacity of 832 cc. and a rating of 7.9 h.p. The camshaft is driven in circuit with the magneto by roller chain, tension being controlled by a patented automatic jockey pulley; the dynamo, on the nearside, being independently chain driven. For easy access to the tappets a detachable valve cover is provided on the near side.

A three-bearing crankshaft—a very unusual feature for a power unit of under 850 cc. capacity—is incorporated. Thrust is taken by the centre bearing and steel connecting rods of H. Section are used in conjunction with aluminium alloy die-cast pistons having two rings at the top and a scraper ring at the base of the skirt. The pistons and connecting rods can be withdrawn when both the cylinder head and the oil sump are removed, either through the cylinder bores or past the crankshaft. The gudgeon pins are fixed in the little end of the connecting rods.

There is a pressure oil feed to crankshaft, camshaft (three bearings) and big ends by means of a "spray-gun" pump in the pressed steel sump and oil from the release valve directly lubricates the chain drives. The oil capacity of the sump is half a gallon, dip stick and large size oil filler are provided.

A vertical type Amc carburettor is used. Cooling, which is by thermo-siphon, is assisted by a two-blade fan, and there are adequate water connections to the top and bottom radiator tanks. The radiator possesses a pleasing appearance and ample cooling area. A single dry plate type of clutch is used with multiple springs and long toggle levers provide light control. The gearbox has three forward speeds and reverse, the mainshaft and layshaft running on ball and roller bearings respectively.

Gear Ratios fitted to 2-Seaters, Tourers and Saloons are as follows:—2-Seaters: 5.25, 0.55, 17.00 and 22.73 reverse. Tourers: 5.75, 10.45, 18.64 and 24.01 reverse. Saloons: 6.25, 11.50, 20.31 and 27.08 reverse.

The drive from the gearbox to the underdrum worm drive rear axle is by enclosed tubular shaft in a torque tube integral with the back axle. The positive speedometer drive is located at the front end of the torque tube. A substantial Hardy flexible type universal joint is used between the gearbox and propeller shaft front end, which is centralised by a special device.

The braking is another interesting feature and unique for such a car. Hydraulically operated four-wheel brakes are incorporated and all wheel brake drums are 9 1/2 ins. in diameter. The self-filling master cylinder is mounted on the chassis frame and is operated directly by a foot pedal. Pipes leading from the master cylinder are taken along the frame to axles, whence the pressure is conveyed to the operating mechanism within the brake drums by means of special flexible connections. The hand brake lever operates an internal expanding brake applying on a malleable ribbed drum at the rear end of the gear box.

Suspension is by particularly long semi-elliptic springs at the front, while quarter elliptic rear springs are employed. Both front and rear axles are equipped with shock absorbers of the normal friction type. Wheels are steel artillery, detachable, and to these Dunlop balloon tyres 27 by 4 in. are fitted. The wheel-base is 6 ft. 9 in., track 3 ft. 6 in., overall length 9 ft. 10 in., and the width 4 ft. 3 in. The chassis weighs 61 cwt.

The car has been built to provide comfortable seating accommodation for all passengers, while the speed and remarkably low running costs will prove a boon and a blessing to its owners.

NEW MOTOR LEGISLATION.

A.A. CAMPAIGN FOR ALTERATION.

In view of the possibility of new legislation governing the use of motor vehicles, the Automobile Association intends to impress upon the Government through every available channel the urgent need for certain drastic changes.

The recently published draft of the new Road Traffic Bill fore-shadowed certain alterations, but in the opinion of the Automobile Association, this Bill does not provide for several important legislative reforms which, with the rapid progress of motoring during the past twenty years, are of vital importance to all who own or use motor vehicles.

The main features of the A.A. campaign for up-to-date motor law are as follows:—

- (1) The speed limit to be abolished.
- (2) Penalties for dangerous driving to be increased, but Courts to be allowed complete discretion as to the suspension of the driving licence or the disqualification of drivers.
- (3) In the case of serious offences—such as dangerous driving—the summons when served shall be accompanied by a statement showing the details of the charge which the defendant has to meet. (The motorist is often at a great disadvantage when his first notification of an alleged offence is the service of a summons some considerable time after the date of the alleged offence, and it is the view of the Association that there is a strong case for the removal of the unfair advantage so often enjoyed by the Prosecution.)
- (4) The present period of seven days allowed for the lodging of notices and other preliminaries to an appeal to be increased to fourteen days. (Serious difficulties are frequently experienced by persons wishing to appeal owing to the shortness of time at their disposal.)
- (5) That it be a definite offence punishable by heavy penalties for any person to drive or tamper with a motor vehicle without the authority of the owner.
- (6) All vehicles to be adequately lighted, front and rear, after dark.
- (7) Failure immediately to produce the living licence on demand shall no longer be an offence providing the licence is produced to the Police Authorities within three days.

Several other proposals are being made by the Association on the Road Traffic Bill, but apart from actual legislation, it is the intention of the Association to urge that the necessary pressure be brought to bear upon the Authorities to give effect to the view expressed by the Departmental Committee (Ministry of Transport) on the Taxation and Regulation of Motor Vehicles—that it is undesirable to increase the number of purely technical offences, and that when instituting proceedings, due regard should be paid to the object of the Regulation, and the fact that the mere breach of the Regulation should not necessarily be an offence in itself.

FREE WHEELS.

SOME OF THE ADVANTAGES.

There is considerable interest in Free Wheel devices today amongst automobile users, and the opinions of Mr. S. F. Edge, the governing director of A. C. (Accedes) Car, Ltd., are therefore particularly apposite.

Some years ago, when he took to the light 4-cylinder car, Mr. Edge asked Mr. Weber, of the then A.C. Co., to design for him a free-wheel to overcome the vibration felt when running downhill with the car over-running the engine, and this he did.

Owing, however, to the introduction of the A.C. Six, the need of the free wheel became less evident, and its development remained somewhat quiescent; but a year or two ago Mr. Edge had the free wheel question re-considered, and amongst others the well-known writer and keen motorist, Mr. E. L. Young, had an Accedes free wheel fitted, and has driven it some 20,000 miles, with great pleasure and appreciation.

A recent inspection shows all the early troubles to have been got over, and his free wheel is now in steady production, and can be fitted to any A.C. or Accedes car quite easily and quickly.

Points worth noting:—
1.—The smaller, lighter and slower the car, the greater the advantage, and charm of the free wheel.

2.—Petrol consumption is reduced by at least 20 per cent., but a bigger reduction is effected on the small slow car.

3.—The sense of gliding and floating along is pleasant and nerve resting.

4.—In addition to saving petrol, there is real gain in reducing wear and tear of the engine gears and tyres, as the reduced reversal stresses on the tyres lead to an appreciably longer life.

5.—Gear changing is made very easy, and in changing up there is no need even to touch the clutch. 6.—By the movement of a single lever the free wheel can be cut when travelling at any speed, and the car functions in the normal way.

Mr. Edge proposes shortly to have definite tests made as to the various advantages the free wheel gives to the owner and driver. Further, he prophesies that now that the manufacturing difficulties have been overcome, within twelve months most drivers will insist on having a free wheel fitted.

INSURE

YOUR

MOTOR CARS

WITH

GILMAN'S

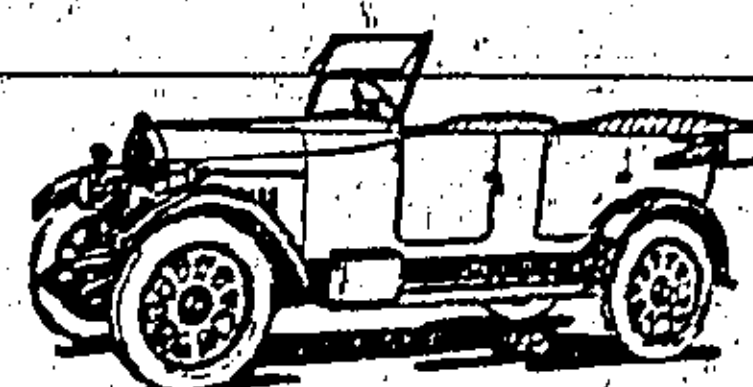
"OCEAN" COMPREHENSIVE POLICY.

[103]

Humber

The Sturdiest Car for Overseas

ONLY a close examination reveals the small details of Humber construction that tell so surely in actual use. The margin of strength in their every part enables Humber Models to withstand the test of rough roads and heavy usage—a fact that has long established them in the favour of Colonial Owners.



950 H.P. 4-Seater Tourer.

Other Models of 20/55 H.P. Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES.

The 349 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The available position gives exceptional stability and confidence to the rider.

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NEW-HUDSON MOTOR CYCLES.

1928 PROGRAMME.

New-Hudson Motor Cycles embody many attractive improvements in design and construction and value is better than ever for 1928.

Four Models are being marketed, each in 348 and 490 cc. types, consisting of Semi-Sports and Super-Sports side-valve machines, a De Luxe O.H.V. Twin Port Model and an entirely new O.H.V. Twin Port Machine known as the "Plus Power."

All models have gearboxes of latest design with improved positive-locking gear selector and integrally mounted long lever change control. All frames are of the low-back type, providing safe and comfortable riding position. Saddle tanks are also fitted as standard to all models.

The De Luxe Twin Port O.H.V. introduced last season and which was found to be very popular, has been improved in many directions and has many new attractive features have been added, making a really fine proposition as a "Value-for-money" mount for the sporting rider.

Another new Model that has already created a great amount of interest is the O.H.V. Twin Port "Plus Power" Model, a machine to delight the heart of the speed man. It is similar in design and construction to that used on the 1927 Senior T.T. when New-Hudson secured Second and Seventh places. With its entirely new engine and gearbox designed by Mr. H. Le Vack, its large capacity saddle tank, low-back frame and generally low riding position, it presents a very handsome and racy appearance. Performance has already been proved in speed events during the season.

Specification general to all Models includes: Remold Chains, Dunlop Tyres, Binks multiple jet Carburettor, Internal expanding car-type brakes to both wheels, adjustable handlebars, Tecumseh grease gun lubrication, Brooklands pattern silencer and Terry or Lycett saddle.

LAST WORD IN CRIME.

TERRIBLE AMERICAN MURDER.

FLINT (MICHIGAN), Jan. 17th. Adolph Hotelling, a keen churchman and father of five children, reputed to have led a blameless life, has been arrested and charged with a shocking crime.

It is alleged that he has confessed to having kidnapped a five-year old school girl named Dorothy Schneider and disinterred her in the woods. The girl's mother actually saw her daughter abducted from the verandah of their home by a rough-looking man, who carried off the child in a motor-car.

The police and friends of the family scoured the woods throughout the night and eventually found the mutilated remains of the child.

Mob Of 10,000 Outside Jail. A company of troops was called out to control a mob of 10,000 which gathered at the country jail threatening to lynch Hotelling. Officials told the committee appointed by the crowd that he had been taken elsewhere and took the committee over the jail to show that he was not there. The crowd, however, was unconvinced and hurled stones at the jail.

The troops, with the aid of tear gas bombs, finally dispersed the crowd.

Hotelling was recently appointed to a new office at the local church. It is alleged that he has confessed that there was no motive behind the crime except that the Hickman case preyed on his mind.

SMUGGLING IN THE THAMES.

A DIFFICULT SPOT FOR THE CUSTOMS.

LONDON, Jan. 2nd. Harry Cottam, 30, an engineer of Romford-road, Northfleet, and Frank Roe, 19, a seaman, of Grove-road, Leighton Buzzard, pleaded guilty at Stratford, E., yesterday to concealing spirits, cigars, and cigarettes with intent to avoid payment of the duty.

Mr. Michael Hurley, the chief preventive officer at Gravesend, said that the men arrived at the Horsehoe Dock, Dagenham, Essex, in a motor-boat, the Olive. May, an officer of the Customs boarded the vessel and in the wheelhouse saw a suitcase and a bag which contained several bottles of whisky and rum and also cigars and cigarettes.

Mr. Hurley added that the spot at Dagenham where the vessel was boarded was a very difficult place for Customs officers to get to and undoubtedly much smuggling took place there by persons arriving in trading vessels from the Continent. Roe, in view of his youth, was fined £3 5s. and Cottam £10 17s.



Dance Away Those Gorgeous Moonlit Evenings

The balmy evening, an interesting partner, the peppy music of the ship's orchestra—this will stand vivid in the memory of your voyage aboard the President Liners of the American Mail and Dollar Steamship Lines.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners. The public rooms are luxuriously appointed and inviting. All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wash, dressing bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners. The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining. The decks are spacious. The Class-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

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The Sunshine Belt via Honolulu	The Short, Straight Route to America
Fortnightly sailings on Tuesdays	Fortnightly sailings on Wednesdays
Pres. Pierce... Tues. Feb. 14th, 3.30 a.m.	Pres. Madison... Wed. Feb. 8th, 9 a.m.
Pres. Taft... Tues. Feb. 25th	Pres. Jackson... Wed. Feb. 22nd
Pres. Jefferson... Tues. Mar. 13th	Pres. McKinley... Wed. Mar. 7th
Pres. Lincoln... Tues. Mar. 27th	Pres. Grant... Wed. Mar. 21st

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK

Fortnightly sailings on Tuesdays via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, London and New York	Fortnightly sailings on Wednesdays via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, London and New York
Pres. Van Buren... Sun. Feb. 12th	Pres. Adams... Sun. Mar. 25th
Pres. Hayes... Sun. Feb. 26th	Pres. Garfield... Sun. Apr. 8th
Pres. Polk... Sun. Mar. 11th	Pres. Harrison... Sun. Apr. 22nd
Pres. Van Buren... Feb. 12th, 6 p.m.	Pres. Hayes... Feb. 26th, 6 p.m.
Pres. Taft... Feb. 14th, 6 p.m.	Pres. McKinley... Feb. 28th, 6 p.m.
Pres. Jefferson... Feb. 20th, 6 p.m.	Pres. Grant... Mar. 5th, 6 p.m.

For Bookings, Passenger and Freight Information Apply to Hong Kong and Shanghai Bank Building, Ground Floor. Telephone Central 2477, 2478 and 795. Cable Address "Dollar"

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MAIL AND CARGO STEAMERS TO AND FROM MARSEILLES, DUNKIRK, U.K., HAMBURG & ROTTERDAM.

From Marseilles	For Shanghai and Japan
SPHINX... 15th Feb.	SPHINX... 15th Feb.
POROS... 29th Feb.	POROS... 29th Feb.
PAUL LECAT... 14th Mar.	PAUL LECAT... 14th Mar.
ANDRE LEBON... 28th Mar.	ANDRE LEBON... 28th Mar.

From Dunkirk, Antwerp, London	For Marseilles
YALOU (Cargo)... 25th Feb.	DIARTAGNAN... 14th Feb.
D. P. BENOIT (Cargo)... 24th Mar.	G. METZINGER... 28th Feb.
	SPHINX... 14th Mar.
	POROS... 27th Mar.
	PAUL LECAT... 10th Apr.

For Shanghai, Japan and North China	For Rotterdam, Hamburg, Dunkirk
YALOU (Cargo)... 25th Feb.	YANG TSE (Cargo)... 1st week Mar.
D. P. BENOIT (Cargo)... 24th Mar.	

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Cie des MESSAGERIES MARITIMES,

Telephone: C. 551 and 740. 8, QUEEN'S BUILDING.

ON SALE.

HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1928. Revised by Members. PRICE 25c. HONG KONG DAILY PRESS OFFICE.

NINGPO STEAMER ON FIRE.

GOOD WORK BY THE COMBINED BRIGADES ON CARGO OF RAW COTTON.

A fire occurred in the after hold of the str. *Hsin Ningpo*, whose owners are the Ningpo-Shaoxing Steamship Co., on the night of Tuesday last, whilst the vessel was on a voyage to Shanghai from Ningpo.

The first indication of anything wrong occurred at 7.55 p.m. on Tuesday night when smoke was observed emerging from the after hold. The captain and officers were informed and the hold was made airtight by tarpaulins and steam was injected. The situation was particularly critical inasmuch as the ship carried 1,500 passengers and the outcome of a serious fire on board can better be imagined than described. However, nothing serious happened and the vessel anchored at Woeung at 4.40 a.m. Messages were sent to the Harbour Master and the vessel proceeded up river and moored at 7.05 a.m. at the Ningpo-Shaoxing Wharf situated next to the China Merchants Wharf at the junction of the French and Chinese Bund. Here the passengers were quickly disembarked, the tarpaulins taken off the hold and water pumped by the ship, the Dragon Fire Float, the French Brigade, and the Central Fire Brigade, S.M.C. The fire occurred in natives bales of raw cotton, of which there were 1,150, and the smoke and fumes were such that several firemen including Chief Officer Dyson, Shanghai Fire Brigade, were overcome and had to receive medical attention. The cause of the fire was probably spontaneous combustion and the whole of the cargo of cotton suffered from water damage. We understand that the shipment is covered by insurance, and that there was little or no damage to the ship. *N.Y. Daily News.*

THE CHINA COAST.

CHANGES IN OFFICER PERSONNEL.

The following are the latest changes in officer personnel on the China Coast:

Mr. G. A. Evans, chief officer, *Tatung*, is on reserve.
Mr. A. F. Maginnes, from reserve, has gone chief officer, *Tatung*.
Mr. F. Appleton, has been appointed supply third engineer, *Poyang*.

Mr. R. Carruthers, from reserve, has gone supply second engineer, *Tatung*.
Mr. E. J. Eason, second engineer, *Tatung*, is on reserve.
Mr. J. A. Craig, supply chief engineer, *Kingyuan*, has gone chief engineer, *Kuangtung*.
Mr. R. S. Sinclair, from Home leave, has gone chief engineer, *Chusan*.

Mr. R. D. Thompson, chief engineer, *Chusan*, is on reserve.
Mr. M. W. McNeill, from Home leave, has gone supply chief engineer, *Chusan*.
Mr. D. C. Sinclair, from reserve, has gone chief engineer, *Shengkang*.

Mr. F. K. McIntyre, from Home leave, has gone supply chief engineer, *Yun-Ping*.
Mr. P. H. Todd, second engineer, *Nantou*, has gone second engineer, *Szechuen*.
Mr. D. Ruxton, third engineer, *Tai-koo Wan*, is on reserve.

Mr. H. McDonald, from reserve, has gone third engineer, *Yun-Ping*.
Mr. R. D. Gull, from Home leave, has gone acting second engineer, *Kuangtung*.
Mr. J. Baxter, chief engineer, C.N. Co., from Home leave, is on reserve.

Mr. A. M. McGregor, supply chief engineer, *Shengkang*, has gone supply chief engineer, *Hsin Peking*.
Mr. C. L. Tibbitt, second engineer, *Wenchow*, has resigned.
Mr. J. Said, supply second engineer, *Hsin Peking*, has gone second engineer, *Wenchow*.

Mr. B. G. Edwards, from reserve, has gone supply third engineer, *Poyang*.
Mr. A. C. Lemerle, second engineer, *Poyang*, is on reserve.
Mr. W. C. Buxton, from Home leave, has gone second engineer, *Shengkang*.

Mr. T. L. Mitchell, from Home leave, has gone third engineer, *Shengkang*.
Mr. C. S. Murray, second engineer, *Shengkang*, has gone second engineer, *Poyang*.
Captain N. Cook, of the *Tuckoo*, is on reserve. Captain C. Campbell from Home leave has gone master, *Tuckoo*.

Mr. G. Hunter, second officer, *Tuckoo*, has gone second officer, *Kuangtung*.
Mr. R. W. Draney has been appointed supply second officer, *Loung-wo*.
Mr. J. Colquhoun, from reserve, has gone third engineer, *Luen-ha*.
Mr. G. Stachnick, third engineer, *Luen-ha*, is on reserve.

Mr. J. Fry, from reserve, has gone second engineer, *Ming-shan*.
Mr. J. Macdonald, second engineer, *Ming-shan*, is on reserve.
Mr. T. C. Macleod, from reserve, has gone second engineer, *Leung-shing*.

Shipping and Engineering.

VESSELS EXPECTED.

Australian-Orion Line.

Tai-ping, Mar. 9th.

Chung-tse, April 9th.

Bank Line.

City of Denver, Feb. 12th.

City of Adelaide, Feb. 17th.

City of Durham, March 1st.

City of Dunfermline, Mar. 17th.

City of Bombay, April 4th.

City of Eastbourne, April 11th.

City of Carlisle, April 14th.

City of Boubaix, April 14th.

City of Birmingham, May 5th.

City of Athens, May 12th.

City of Chester, May 25th.

British-India and Apeal Line.

Tilawa, to-morrow.

Takada, Feb. 10th.

Talpa, Feb. 18th.

Talamba, Feb. 24th.

Takliwa, Feb. 28th.

Canadian Pacific Line.

Empress of Australia, Feb. 10th.

Empress of Russia, Feb. 23rd.

Dodwell & Co.

Romola, March 1st.

Tungla, March 9th.

East Asiatic Co., Copenhagen.

Australia, Feb. 14th.

Alma, Feb. 27th.

Alma, Mar. 26th.

Alma, April 15th.

Danmark, May 25th.

Eastern and Australian Lines.

St. Albans, Mar. 8th.

Jrafra, April 2nd.

Blue Funnel Line.

Aeneas, Feb. 13th.

Autolycus, Feb. 20th.

Achilles, Feb. 20th.

Polyphemus, Feb. 29th.

Bellerophon, Mar. 2nd.

Calchas, March 5th.

Sarpedon, Mar. 8th.

Rheus, Mar. 18th.

Teiresias, Mar. 18th.

Lyndareus, Mar. 18th.

Menelaus, Mar. 22nd.

Eurylochus, Mar. 27th.

Automedon, April 1st.

Antenor, April 5th.

Protesilaus, April 10th.

Phenix, April 11th.

Agamemnon, April 15th.

Laomedon, April 24th.

Orates, April 22nd.

Maechon, May 2nd.

Teucer, May 22nd.

Pyrrhus, May 30th.

Glen Line.

Glenapp, to-day.

Glenelg, Mar. 2nd.

Comarthenhire, March 7th.

Glenparry, March 16th.

Glenarra, April 6th.

Hamburg-America Line and Hugo Stinnes Lines.

Saarland, to-morrow.

Haveland, Feb. 25th.

Emil Kier, Feb. 26th.

Havensleben, March 7th.

Scheer, Mar. 12th.

Carl Legien, March 23rd.

Java-China-Japan Line.

Tjilowang, Feb. 13th.

Tjitarom, Feb. 13th.

Tjitarang, Feb. 13th.

Tjikembang, Feb. 20th.

Tjipanas, Feb. 20th.

Tjilobek, Feb. 27th.

Tjilobek, Feb. 27th.

Tjilobek, Feb. 27th.

Tjilobek, Feb. 27th.

Tjilobek, Feb. 27th.

GIRL'S WILD WEST "CRIME."

OFFICE FIRE AND CUT TELEPHONE.

LOVE INTEREST NEXT?

BERLIN, Jan. 6th.

Public attention has been concentrated on Fraulein Helene Hohmann, whose obscure occupation in the office of a Berlin manufacturer of typewriters has hitherto been of no interest to anybody except her employer. First the morning newspapers presented Fraulein Hohmann as heroine of a drama which they described as "Scenes of the Wild West in Berlin."

A couple of evenings ago the porter of the house where the typewriter manufacturer has his office heard cries for help and found Fraulein Hohmann on the stairs in a state of collapse. He carried her to his room, where she opened her eyes and whispered in a voice charged with fright, "On fire! Telephone wire cut!" Then she fainted.

While his wife administered restoratives, the porter went upstairs and was driven back by smoke from the office where Fraulein Hohmann had been working. Firemen were summoned and found the office furniture and the floor in flames. When they had extinguished the conflagration they found the iron safe cleared of its contents and that the telephone wires were, as Fraulein Hohmann had said, cut.

Head Without A Scar.

Fraulein Hohmann was taken to a hospital where she was able to give an account of what happened. She was filing papers, she stated, when two men rushed into the office. They cut the telephone wires and one of them gave her a blow on the head which was so violent that she fell on the floor and knew nothing until she recovered consciousness and found the room in a blaze.

The proprietor of the cafe in the neighbourhood reported that two men had entered his establishment and asked excitedly whether they could wash their hands, which were extremely dirty. It was thought they might be the brutes who had attacked the defenceless Fraulein Hohmann.

A new and startling chapter of this story of crime appeared in the afternoon newspapers. Fraulein Hohmann had been questioned by the police, whose questioning because her pretty head showed no scar or bump—was so drastic that Fraulein Hohmann broke down under it and confessed that her story, which had shocked and alarmed Berlin, was fiction.

A Plan And A Man.

She had set the office on fire herself and cut the telephone wires. The reason she gave was that she had loaned £50 of the money in her charge to a friend, who had died before repaying her, and that she had to devise a plan to conceal the deficiency.

The story of the dead friend is hardly convincing, and a fact on which attention has been riveted is that a man visited Fraulein Hohmann in her office at 7 o'clock in the evening.

Berlin awaits a third section of this crime story from real life, in which it is hoped that a strong love interest will be introduced. But Berlin may have to wait until Fraulein Hohmann appears in court to answer a charge of arson.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, February 7th.

Previous Day at 2 p.m.

On Day at 6 a.m.

On Day at 3 p.m.

Barometer... 29.87 29.08 30.16

Temperature... 70 74 59

Humidity... 87 80 73

Wind... Direction E NNW N

Forces... 3 2 3

Weather... C O O

Rain... 0.00 0.00 0.00

Highest open-air Temperature, 6th, 70

Lowest open-air Temperature, 7th, 59

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From February 8th to 14th, 1928.

High Water. Low Water.

Day of Week Date of Month

Hong Kong Standard Time.

High Water.

Low Water.

Wed. 8 11 2.12 4.4 5.27 1.0

Thurs. 9 10 4.40 4.5 5.58 1.5

Fri. 10 11 5.28 4.4 5.17 2.1

Sat. 11 12 6.0 4.8 6.4 2.5

Sun. 12 1 6.40 4.8 6.11 2.8

Mon. 13 2 6.4 4.7 6.12 3.0

Tue. 14 3 6.28 4.1 5.46 3.2

Wed. 15 4 6.21 4.4 5.11 3.4



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN

STEAMERS	FROM	DEPARTED OR ABOUT	WILL LEAVE OR ABOUT	FOR
TJISONDARI	S'HAL, K'LONG	In Port	8th Feb.	BATAVIA
TJILEROET	N. C. & AMOT	18th Feb.	10th "	NORTH OCEAN
TJITABOEM	JAVA, MACASSAR	18th "	10th "	MACASSAR & JAVA
TJILWONG	BATAVIA	18th "	10th "	AMOT & N. CHINA
TJIKARANG	S'HAL, K'LONG	18th "	10th "	AMOT & N. CHINA
TJIKEMBANG	JAVA, MANILA	18th "	10th "	BATAVIA
TJIPANAS	JAVA, MANILA	18th "	10th "	SWATOW & SAIGON
TJISALAK	JAVA, MACASSAR	18th "	10th "	AMOT & N. CHINA
TJILEROET	N. C. & AMOT	18th "	10th "	BATAVIA
TJISAROEBA	BATAVIA	1st Mar.	4th Mar.	AMOT & SHANGHAI

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SHANGHAI	"HUPEH"	On 8th Feb.	7 a.m.
SWATOW & SHANGHAI	"NEWJHANG"	On 9th Feb.	8 a.m.
SHANGHAI & TIENTSIN	"KANGSANG"	On 9th Feb.	4 p.m.
HOIHOW, PAKHOI & TIENTSIN	"BOOCHOW"	On 11th Feb.	7 a.m.
HAIPHONG	"TSAN"	On 11th Feb.	Noon
AMOI, SWATOW, SINGAPORE & BANGKOK	"KINGYUAN"	On 12th Feb.	7 a.m.
SWATOW, SHANGHAI & DALNY	"LIANGCHOW"	On 13th Feb.	8 a.m.
SWATOW & BANGKOK	"KANGSU"	On 13th Feb.	Noon
SHANGHAI & TIENTSIN	"YUNNING"	On 13th Feb.	7 a.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 13th Feb.	8 a.m.
HOIHOW, PAKHOI & TIENTSIN	"NINGHAI"	On 13th Feb.	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KUSICHOW"	On 13th Feb.	4 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 19th Feb.	7 a.m.
SWATOW, SHANGHAI & DALNY	"KANGCHOW"	On 19th Feb.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 19th Feb.	Noon
AMOI, SHANGHAI & TIENTSIN	"SUITANG"	On 20th Feb.	8 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 26th Feb.	7 a.m.
SWATOW & BANGKOK	"KALGAN"	On 26th Feb.	Noon

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TAIPING	9th March	16th March
CHANGTE	16th April	13th April
TAIPING	11th May	18th May

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S.S. "LYOON"	Via Suez Canal	8th March
S.S. "CITY OF ADELAIDE"	Via Suez Canal	23rd March
S.S. "HERCULES"	Via Suez Canal	8th April
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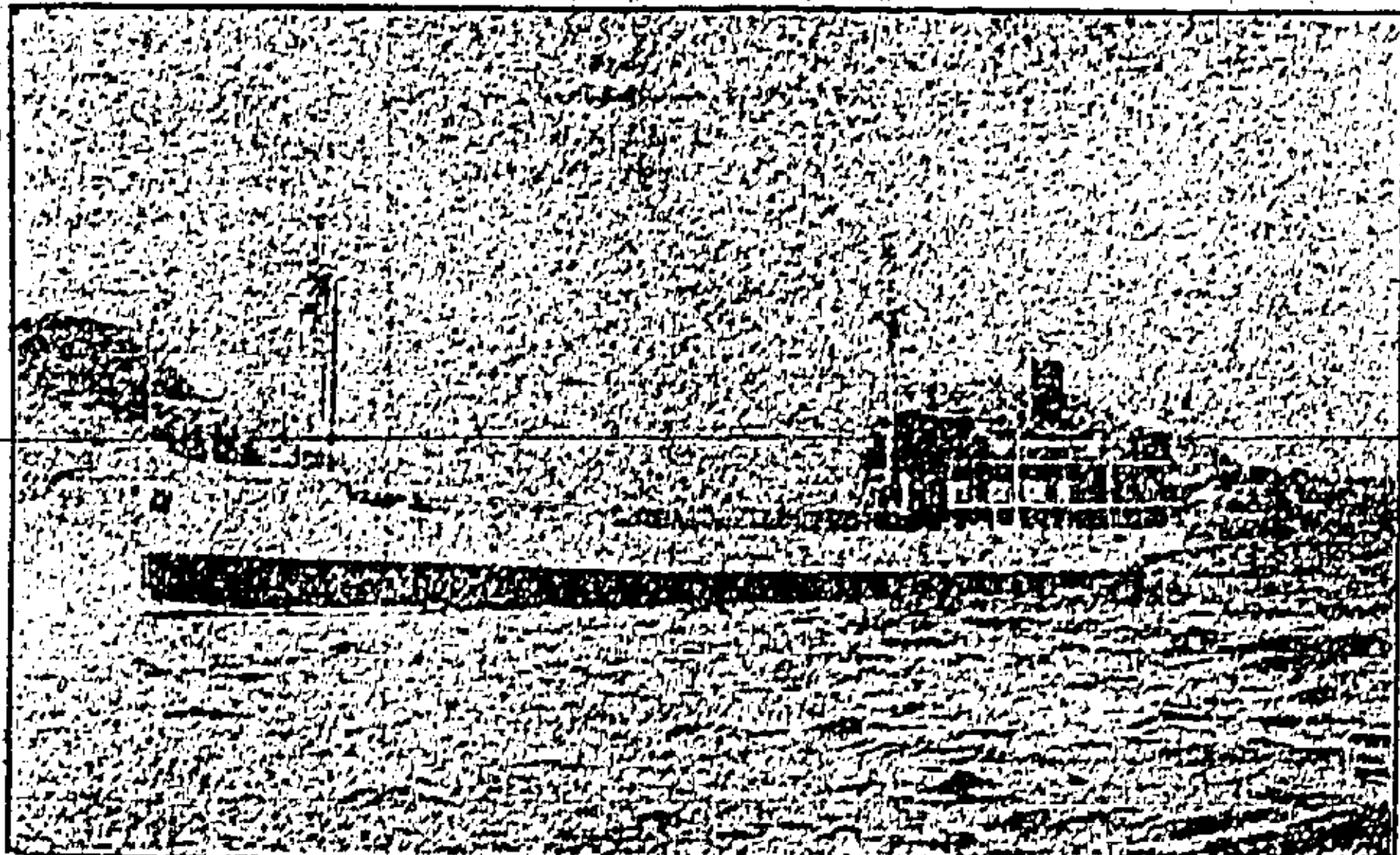
Shipping News Arrivals and Departures, etc.

ARRIVALS.	PASSENGERS.	CLEARANCES.
February 6th. <i>Halvard</i>, British str., 1,217 tons, Capt. C. W. Shearer, from Saigon, which port she left on January 31st, with rice and general cargo, lying at buoy No. C33.—Wo Fat Shing. <i>Kashima Maru</i>, Japanese str., 6,147 tons, Capt. S. Shiratori, from London—via Singapore. The former port she left on December 31st, with 10,000 tons of general cargo, lying at Kowloon Wharf.—N.Y.K. <i>Lompoe</i>, British str., 4,513 tons, Capt. J. A. Prowse, from San Pedro and Yokohama. The latter port she left on January 29th, with 9,459 tons of fuel oil, lying at North Point.—A.P.C. <i>Sornchi Maru</i>, Japanese str., 1,263 tons, Capt. J. Shimada, from Kobe and Swatow, with a cargo of coal, lying at buoy No. C33.—M.B.K. <i>Sungshan Maru</i>, Japanese str., Capt. G. Kawamura, from Canton, with a general cargo, lying at buoy No. C15.—N.Y.K. <i>Tai Pan Sze</i>, French str., 1,219 tons, Capt. P. Materani, from Fort Bayard, with a general cargo, lying at China Merchants Wharf.—Shun Chong S.S. Co. February 7th. <i>Change</i>, British str., 2,579 tons, Capt. Fred. C. Gambrell, from Melbourne and ports. She left Manila on February 6th, with 1,000 tons of general cargo and frozen meats, lying at Holt's Wharf.—B. & S. <i>Chungwo</i>, Chinese str., 1,234 tons, Capt. A. Lange, from Samarinda, which port she left on January 27th, with coal and rattan, lying at Stonecutters.—Wallem & Co. <i>Cremer</i>, Dutch motor ship, 2,784 tons, Capt. G. J. Harmsen, from Singapore, which port she left on February 2nd, with a general cargo, lying at buoy No. A8.—J.C.J.L. <i>Deli Maru</i>, Japanese str., 1,292 tons, Capt. K. Yugeta, from Canton, lying at O.S.K. Wharf.—O.S.K. <i>Dewawong</i>, Chinese str., 1,092 tons, Capt. H. Ipland, from Hoihow, with a general cargo, lying at buoy No. C16.—Chau Yue Teng. <i>Glenapp</i>, British str., 9,503 tons, Capt. T. F. Ingram, from London—via Singapore, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co. <i>Huph</i>, British str., 1,305 tons, Capt. J. Maley, from Canton, with a general cargo, lying at buoy No. B11.—B. & S. <i>Nagata Maru</i>, Japanese str., 4,324 tons, Capt. T. Takahara, from Birkenhead and Singapore. The latter port she left on January 30th, with a general cargo, lying at Kowloon Wharf.—N.Y.K. <i>Seisan</i>, British str., 1,571 tons, Capt. Alex. C. Inglis, from Singapore, which port she left on January 31st, with firewood and general cargo, lying at buoy No. B21.—Foo Nam S.S. Co. <i>Sunning</i>, British str., 1,570 tons, Capt. R. Robertson, from Canton, lying at Taikoo Dock.—B. & S. <i>Tai Fook Sing</i>, Chinese str., 1,406 tons, Capt. H. Madsen, from Saigon, which port she left on February 2nd, with rice and general cargo, lying at buoy No. C17.—Hock Guan Hong.	Arrivals. Per s.s. <i>Glenapp</i>, from London, on February 7th:—Mr. J. Barnes, Mrs. A. Marshall, Mr. E. Parsons, Mrs. D. Nickels, Miss A. Nickels, Miss S. Nickels, Mr. F. Walker, and Mr. J. Piggie. Per s.s. <i>Change</i>, from Australian ports, on February 7th:—Mr. and Mrs. J. S. Chisholm, the Misses Chisholm, Mr. H. Marten, Dr. R. H. Marten, Mrs. E. Elsum, Master J. Elsum, Mr. H. W. Brainerd, Mr. H. J. Temperley, Mrs. H. Maloney, Miss I. Garnock, Miss N. Sinclair, Mr. W. G. B. Hall, Mr. M. Manuk, Mr. J. H. Peterson, Mr. S. Hyden, Miss E. Linley, Mr. H. J. Wingrave, Mr. D. Lyon, Mr. L. Matthew, Mr. E. Ellis, Mrs. J. B. McCaw, Misses McCaw (3), Miss D. Tacker, Mr. J. Francis, Mr. V. Gair, Mr. Cullen, Mr. M. Lucien, Mr. Anoutchkin, and Mr. M. Meires. Per s.s. <i>Kashima Maru</i>, from London—via ports, on February 7th:—Mr. G. A. C. Albers, Mrs. J. M. Albers, Mr. F. Atkinson, Mr. G. M. Bridgeford, Mr. C. F. Bird, Miss V. Blackburn, Mr. A. T. Cock, Mr. S. V. Corness, Mr. E. L. Cockell, Mrs. K. F. Cockell, Miss W. Dalli, Miss K. D'Arcy, Mr. and Mrs. J. C. Eden, Mr. G. L. Flint, Mrs. L. L. Flint, Mr. V. A. Hagan, Mrs. E. M. Hagan, Mr. J. Hagan, Mr. W. Jonning, Mr. W. Long, Miss E. Lancaster, Mr. M. Romalides, Mr. H. L. Markes, Miss B. Osborne, Miss F. Page, Miss M. Rushton, Miss E. Ray, Miss M. Russell, Mr. J. C. Sobut, Mr. W. H. Senior, Mr. K. Senior, Mrs. E. Steller, Miss V. Towersey, Mrs. C. Wayne, Mr. J. Young, Mr. E. Stolz, Mr. J. Gangaram, Mr. J. S. Haydon, Mr. Leong Hom, Master Leong Ah Sion, Mr. Lung Hipo, Mr. Leong Hung, Mrs. Leong Hung, Master Leong Hung William, Mr. Lo Sion Tong, Mr. E. Romualdez, Mr. R. A. Rogers, Mr. Sam-Ri and two sons. Per s.s. <i>President Pierce</i>, from Seattle—via ports, on February 7th:—For Hong Kong Mrs. M. Alaraka, Miss Mary Alaraka, Mr. and Mrs. G. Bojins, Mr. L. A. M. Bojins, Mr. H. L. Caldwell, Mrs. Chan Ko Leung, and two children, Mr. D. S. Chen, Mr. Chen Shou Jun, Mr. T. C. Cheng, Dr. and Mrs. James T. Cheng, Mr. Y. T. Cheung, Mr. Cheuk Lup Hing, Mr. Chu Chia Hua, Master Dai En Ki, Mr. S. H. Fong, Mr. Fu Sien Nien, Mr. G. F. Garner, Mr. G. M. Gensburger, Mr. G. A. Harriman, Mr. V. M. Haimovitch, Mr. A. J. P. Heard, Miss Ho, Mr. K. L. Ho, Mr. H. Y. Seng, Mr. G. S. Jong, Master A. Jong, Mr. Kiam Chiu Hwang, Mr. W. D. King, Miss Ruth S. M. Kwok, Mrs. D. Lambert, Mr. and Mrs. R. L. Larsen, and Miss M. Larsen, Mrs. Lau Fo Yan, Mr. J. O. Lillienhook, Mr. C. M. Liu, Mr. K. S. Liu, Mr. and Mrs. S. K. Loo and three children, Mr. C. J. Lowe, Mr. and Mrs. W. H. Lukens, Mr. Lun Kiang Toi, Mr. and Mrs. H. Maitland, Mr. Y. S. Pan, Mr. and Mrs. H. S. Reed, Mr. R. Shau, Dr. Shao Hwa Tan, Mrs. P. S. Siao, Master Siao, Mr. G. S. Sheppard, Mr. and Mrs. W. S. Sokall, Mrs. Szuk Fong, Mr. Tang Yok Po, Mrs. Ting Lu Sio, Master Ting, Mr. and Mrs. E. D. Van Walree, Miss E. V. Walree, Mr. Won Kwong Fat, Mr. Yam Som Ching, Mr. W. D. Yang, Mr. Y. L. Yang, Mr. Yang Chiu Fan, Mr. Yang Ke, and Mr. Leonard Yates. Among passengers. (Continued on next column.)	February 7th. <i>Albert Vogler</i>, for Singapore. <i>Glenapp</i>, for Shanghai. <i>Helios</i>, for Swatow. <i>Hui Ning</i>, for Swatow. <i>Huph</i>, for Shanghai. <i>Kashima Maru</i>, for Shanghai. <i>Kau Sang</i>, for Swatow. <i>Nagata Maru</i>, for Shanghai. <i>Oriz</i>, for Bangkok. <i>Perseus</i>, for Singapore. <i>President Judson</i>, for Shanghai. <i>Samiida Maru</i>, for Bangkok. <i>Tai Pan Shek</i>, for Kwong Chow Wai. <i>Tak Hing</i>, for Macao. <i>Tunda</i>, for Moji. <i>Telemachus</i>, for Saigon. SHIPPING MOVEMENTS. The R.M.S. <i>Empress of Australia</i> round the world, arrived at Manila yesterday at 6 a.m., leave that port to-day at 7 p.m. She is due at Hong Kong on Friday at 8 a.m. and will berth at Pier No. 2, Kowloon Wharf. The R.M.S. <i>Empress of Russia</i>, left Vancouver for Hong Kong, via Japan ports and Shanghai, on February 4th, and is due here on February 23rd. The s.s. <i>Tjidonari</i> was docked at Taikoo yesterday morning for overhaul and refit. passing through on their way to Manila were: Dr. Chuang Chang Kong, Mr. Edw. F. Croker, Mr. F. A. Flaten, Mr. E. Feigenberg, Mrs. Charles M. Gould, Miss C. Gould, Mr. S. Hishimoto, Mr. W. H. Hoeger, Mr. F. M. Johnston, Mr. S. J. Legendre, Mr. J. M. Legendre, Mr. A. Matsumoto, Mr. J. W. Moreno, Mr. O. E. Nelson, Mr. Y. Oda, Hon. Sergio Omenaca, Prof. R. Palma, Lt. and Mrs. J. L. Reynolds and son, Mr. R. E. Shaw, Mr. A. Shono, Lt. and Mrs. R. F. Stockin and two children, and Mr. R. E. Thompson. Departures. Per s.s. <i>Kashima Maru</i>, for Japan—via Shanghai, on February 7th:—Mr. and Mrs. W. J. Air, Mr. N. Watanabe, Mr. and Mrs. P. E. J. Reuter, Lt. Comdr. Nakamura, Comdr. Ito, Mr. R. Wilkins, Capt. N. Hori, Mr. H. Watsui, Mr. S. Fuchigami, Mr. K. Kubota, Mr. H. M. Clarke, H.E. Count Y. Yanigisawa, Mr. T. Ohata, Mr. and Mrs. A. C. Mauchan, Mrs. S. Keller, Miss F. Barnham, Mr. M. Dorian, Mr. Chow Sang, Mr. Li Young, Mr. and Mrs. Walker, Mr. H. E. Greenfield, Mr. R. K. Koh, Mr. M. Hobara, Mr. C. C. Whitehead, Mr. J. M. Hutchison, Mr. and Mrs. W. A. Stephens, Mr. and Mrs. J. O. Boydny, Lt. Col. Y. Iagawa, Mr. G. A. Halsey, Mr. and Mrs. Mather, Misses Mather (4), Miss V. C. Manner, Mrs. W. N. Hartshorn, Mrs. J. L. Deuring, Miss Y. Kobayashi, Mr. and Mrs. K. Minotomo, Mrs. M. Yamada, Mrs. Y. Miyatani, Mr. Leo Ratzsch, Rev. B. Faust, Mr. Figueroa, Miss A. S. B. Bunker, Miss E. R. Murray, Miss I. Torbet, Miss B. Butler, Mr. Bayly, Mr. Francis, Mr. C. Stolz, Mrs. V. MacDougall, Miss B. McGrath, Mr. and Mrs. W. Paul, and Mr. and Mrs. R. H. Matthews.

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SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG" "HANGSANG" "YATSHING"	Sun., 12th Feb., at 7 a.m. Wed., 15th Feb., at 7 a.m. Sun., 19th Feb., at 7 a.m.
TIENTSIN via WEIHAI-WEI & CHEFOO	"WAISHING"	Thurs., 9th Feb., at 7 a.m.
KOBE via MOJI	"YUENSANG"	Sun., 12th Feb., at 7 a.m.
OSAKA via AMOI, SHANGHAI & KOBE	"FOOKSANG"	Wed., 15th Feb., at 7 a.m.
KOBE via AMOI, MOJI & YOKOHAMA	"HOSANG"	Thurs., 23rd Feb., at 7 a.m.
CANTON	"HANGSANG"	Thurs., 9th Feb., at 8 a.m.
STRAITS & CALOUTTA	"KUTSANG" "KUMSANG"	Thurs., 9th Feb., at 3 p.m. Wed., 15th Feb., at 3 p.m.
SANDAKAN	"MAUSANG"	Thurs., 9th Feb., at 3 p.m.

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Steamship "GLENSANDA"	(via Oran)	17th March
Motor Vessel "GLENLUCE"	(via Oran)	2nd April
Motor Vessel "GLENGARRY"	(via Oran)	2nd May

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAPP"	...	8th February
Motor Vessel "GLENLUCE"	...	2nd March
Steamship "GLARMARTHENSIRE"	...	7th March
Motor Vessel "GLENGARRY"	...	18th March
Motor Vessel "GLENTARA"	...	8th April

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Freight S.S. "Anhalt"	...	departure 22nd February
Freight S.S. "Mosel"	...	departure 5th March
Pass. S.S. "COLENZ"	...	departure 11th March

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Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Freight S.S. "Angsburg"	...	due here 13th February
Pass. S.S. "GOBLERZ"	...	due here 16th February
Freight S.S. "Oder"	...	due here 23rd February
Pass. M.V. "FULDA"	...	due here 12th March

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HAIPHONG	...	Tuesday, the 14th February, at 1 p.m.

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LI TSAI HSIN'S BID FOR THEIR SUPPORT.

NEW YEAR BUSINESS FAILURES.

GOODWILL TOWARDS FOREIGNERS.

[FROM OUR CHINESE CORRESPONDENT.]

The Government of Canton is bidding for the support of the merchants by pushing on with its anti-labour policy. Its military success will enable it to devote more of the forces at its disposal to this end and to pursue a bolder policy in dealing with the Unions.

There are some signs of a political opposition, not of a "Red" nature, but General Li Tsai Hsin is doing his best to incorporate the "Canton for the Cantonese" party in his own administration. Until the Government is really strongly established trade has no chance. The currency problem cannot be tackled nor can there be any assurance that the "Reds" and trade unions will not be once more making trade impossible by violence and impossible demands. What the present regime needs is the co-operation of the mass of ordinary peaceful citizens. These however have been bitten too many times to be anything but shy, and in any case public spirit is not strongly developed in Canton. Though most of the merchants appear to favour a policy of waiting for things to settle instead of taking the political destinies of their city into their own hands, there are signs of a desire to take part in civic affairs. Meanwhile without very active help from the civilian population the Government carries on as best it can, of necessity taking a hand in the usual game of alliances and agreements with outside cliques and parties. On the surface everything remains quiet.

Everything possible is being done to cultivate good relations with foreigners. Negotiations are going on for British and French Consulates to give up lands and buildings in the City proper and the Japanese boycott has ceased. Canton is particularly anxious not to trifles off the tourist traffic, the season for which is now opening.

The break with Nanking appears complete, and General Li Tsai Hsin is giving no posts to supporters of Chiang Kai Shek and the Nanking group. He is anxious to secure the services of Chen Ming Shu at Canton and has offered him the post of Chairman of the Canton Administrative Council. Li Fuk Lam is not likely to be invited to return just yet—later on, perhaps, his services may be welcomed. Several followers of the "Prince" clique have been appointed to the Bureau of Reconstruction. Until the return of Mr. Sun Fo, Mr. Te Chen Wu will have charge of the Bureau with Mr. Chen Kam Yu as Chief Clerk. The Bureau has taken over the management of the three railroad lines leading from Canton City.

Remnants of the 4th Army (Kwangtung force under Chang Kai Shi) still occupy a number of places in Kwangtung. It is reported that a search is being made in Government and other records to find out what property belongs to supporters of Mr. Wang Ching Wei, General Chang Kai Shi, and other alleged "Reds". The properties will be sold and it is suggested that the proceeds should go towards the rehabilitation of the Central Bank of China.

Scores of unemployed workers are now-a-days waiting on the Bureau of Agriculture and Labour for assistance or employment, but so far, with an empty treasury, the Government can do nothing for them, and the clerks in the Bureau are simply telling them to send in written applications for jobs. As very few workers can write this may dispose of the importunities of a good many.

The 15th day after Chinese New Year, the last day for firms to reopen after the holiday has not been encouraging. Of 200 native banks 80 have failed to open, only 35 of over 80 rice mills have resumed operations and of the larger business firms only 10 per cent. have given their first orders for goods this year. The \$10,000,000 "loan" and the "Red" upheaval have stunned trade.

A number of the "Reds" caught in Canton were shot before their confessions were published but some of the "plans" disclosed by the detectives have now been handed out for publication. Raids of "Red" quarters—suspected or real—are still going on in Canton City. Canton Financial Authorities wish to charge higher license fees for pawnshops, but the pawnshop proprietors say that they will suspend business altogether and take out no more licenses.

(Continued on next column.)

MURDER AND ROBBERY IN HAINAN.

CHINESE PREACHER AND HIS FAMILY KILLED.

LINGSHUI MARKET LOOTED.

THREE HUNDRED PEOPLE SHOT.

[FROM A CORRESPONDENT.]

Hoihow, Hainan Island, February 8th.

A Christian Chinese preacher of the American Presbyterian Mission has been murdered, with all his family excepting one brother, at his home in the Shan Cheung district. The American mission has just received the news.

We heard yesterday that the market of Lingshui, on the south-east coast of Hainan, has been looted and partly burned and some 300 shop-keepers and merchants killed. Merchandise has been carried off wholesale. A few men have disappeared and it is believed that they have been taken as recruits for the gang of Red pirates who were responsible for the outrage.

Hainan is infested with gangs of pirates most of whom have now banded together. They are led by some Reds who escaped from Hoihow into the interior when the coup was organised against them in April, 1927. These people are responsible for practically all the atrocities committed in Hainan.

CHEN MING-SHU IN HONG KONG.

VISIT TO FRIENDS IN KOWLOON.

[FROM OUR CHINESE CORRESPONDENT.]

General Chen Ming Shu, until very recently field commander of the armies operating against the 4th Army (Kwangtung troops) in the Swatow districts passed through Hong Kong yesterday, accompanied by General Gaston K. Wong, Chief of the Staff, and other officers. General Chen was on his way to Canton, where he is expected to-day. While in the Colony General Chen and General Wong spent some time with friends in Kowloon.

General Chen and General Li Tsai Hsin were formerly brother officers under General Chen Chiang Ming. One of the first to undertake armed resistance to the Bolsheviks, General Chen may take a big administrative post in Canton and he has been offered the chairmanship of the Canton Administrative Council.

Y.M.C.A. ACTIVITIES.

HOME GOODS EXHIBITION.

Beginning last Monday the Chinese Y.M.C.A. in Canton will stage for at least a week a "Home Goods Exhibition." This is a display of many articles made in Canton and vicinity, but goods from other parts of China will also be on show. The exhibition was to have been on a bigger scale, had the situation been better. The exhibition has the support of the General Chamber of Commerce, but on account of the trade depression prevailing in the City since the "Red" upheaval entries have not been so large as had been hoped.

The Chinese Y.M.C.A. in Canton, despite all obstacles, including the anti-Christian movement, has been carrying on many of its usual activities. Recently it staged an art exhibition.

The Y.M.C.A. Middle and the Night Schools are well patronized, the former having a staff of 16 and the latter, five teachers. Both schools have several hundred students.

The Chinese Y.M.C.A. is doing what some business men in Canton wished to do several years ago. When Mr. Chan Lim Pak, of the Hong Kong & Shanghai Banking Corporation, was president of the General Chamber of Commerce several years ago, he succeeded in getting the Chamber to pass resolutions for the setting up of a commercial museum, a practical commercial training school, and a board of arbitration. The party in power (under Borodin's influence) did not like all these suggestions and they were responsible for the departure of Mr. Chan and other well-known merchants from Canton. The Chinese Y.M.C.A. has been offering very good courses in commercial subjects and has held several exhibitions besides the one to introduce modern domestic furniture and appliances.

More than 40 firms and factories in Canton are showing exhibits.

THE TREASURY LOSSES.

CHINESE CLERKS DISCHARGED.

NO STIGMA ON THEIR NAMES.

The two Chinese clerks of the Treasury, Tang On Wing and Cheung Man Kun, who were arrested and charged on January 18th in connection with the loss of \$200,000 from that department, were yesterday discharged by Mr. R. E. Lindell at the Central Magistracy.

The two men were charged on three counts, to wit:

"That you, Tang On Wing and Cheung Man Kun, together with certain other persons unknown, on September 3rd, 1927, and on divers days, between that day and 7th day of January, 1928, at Victoria in this Colony, conspired together with intent to defraud, to utter a Treasury cheque or a document purporting to be a Treasury cheque on the Hong Kong and Shanghai Banking Corporation to the value of \$23,122.19 in favour of the Man Lee Co., which, to the knowledge of the said Tang On Wing and Cheung Man Kun, was not intended to be cashed or presented for payment out of or against Treasury money."

The second and third charges were also worked in the same way and related to a cheque for \$25,200.41 in favour of the Min Tak Company and another for \$26,663.33 in favour of Kiu & Co. Both of these firms were later raised by the Police at China Building, but beyond a few useless books, nothing and no one were found there.

The case was unexpectedly called yesterday at 12.30 p.m. Mr. T. M. Hazelrigg, Crown Solicitor, appeared for the prosecution and Mr. K. L. Lo was for the defence. Mr. Hazelrigg said that he did not propose to offer any evidence against the two accused, and his only regret in the matter was that the defendants should have been detained for so long, but it was necessary so that they could be examined. He said that he was fully satisfied that neither of the accused was implicated in the affair.

Mr. Lo said that he would like to thank Mr. Hazelrigg for the promptness he had shown in dealing with the case, more so, as the documents had only been in his hands for the last few days.

Mr. Lo further stated that it was a matter of regret that the defendants were detained and asked the Magistrate to say that the two men were leaving the Court without stigma on their names.

In discharging the accused, Mr. Lindell said that Mr. Hazelrigg was satisfied that neither was implicated. "You now leave the Court without a stain on your characters."

RETURNED STUDENTS' UNION.

BRANCH STARTED IN HONG KONG.

A Returned Students' Union, similar to those in Canton, Shanghai, Tientsin, and other cities in China, was organized in Hong Kong yesterday afternoon, when many Chinese who had attended schools in Europe and America met at Lane, Crawford's restaurant for tea. Mr. K. L. Chau, of Queen's College, was voted to the chair, with Mr. Jimson H. Tsao, of the Chinese Y.M.C.A., as temporary secretary. The object of the Union is to promote social, sporting, literary and scientific activities and all who have studied in the foreign countries mentioned are eligible to membership. The Union will have at least one dinner a year, and it will publish a list of members and their work and occupations. The affairs of the Union will be in the hands of a committee of seven, including the president, hon. secretary and hon. treasurer.

The following were elected to the Committee:—President, Mr. K. L. Chau, of Queen's College and Education Department; Hon. Secretary, Mr. Y. H. Tsao, General Secretary of the Hong Kong Chinese Y.M.C.A.; Hon. Treasurer, Mr. T. H. Ma, Manager of the Industrial and Commercial Bank. Members of the Committee: Mr. Y. P. Law, Inspector of Schools, Education Department; Dr. C. Y. Wang and Dr. Y. S. Wong of Hong Kong University; and Mr. Hin Wong, a Chinese newspaper man.

SEAMEN'S UNION PROSCRIBED.

[NAVAL WIRELESS.]

PANKE, Feb. 6th.

The activities of the Seamen's Union having been declared illegal, many arrests of officials and members have followed.

Those arrested are now in custody in Kowloon City.

"KATJA THE DANCER."

BANVARD MUSICAL COMEDY COMPANY.

A CROWDED HOUSE.

[BY R. E. PORTER.]

Everyone must realize that in musical comedy a really connected plot in utterly unnecessary. Nevertheless, if there does happen to be a certain continuity so much the better. In "Katja the Dancer" the audience should be grateful, for, in addition to the things which an audience has a right to hope for, there is a fairly consecutive story.

A Prince and Princess deprived of their rights and forced to become dancers are the central characters, and it is with their history that the plot is mainly concerned.

Katja and Ivo, as we have seen, were not always dancing partners, but misfortune had overtaken their country, and for these misfortunes Prince Carl of Korufa was blamed. Carl would not willingly have hurt a fly, and so he travelled about his realm incognito, and during one of these journeys met the Princess as a dancer, never dreaming for a moment that she and her partner were out for his blood.

Of necessity, in musical comedy at any rate, a supper *a deux* at Carl's villa was the result, with Katja provided with a drug by Ivo, after which the Prince was to be carried off.

The Usual Way.

Of course, during the evening the Prince makes a great impression on Katja. She begins to realize more and more clearly that he is far more sinned against than sinning, and in fact the atmosphere is ripe for the melodramatic incident, when Katja dashes the doped cup from the Prince's hand, after which the Prince, with a wisdom rarely shown by musical comedy actors, leaves his charming companion as quickly as possible. The third act cannot honestly be said to add much to the plot, but it is delicious comedy, and is quite capable of standing on its own. The burlesque between the two lovers, Patricia and Leander, her father's secretary, is excellent.

Last Night's Performance.

Last night's performance was a great success. For one reason, the house was full, and the audience was enthusiastic, but, of course, the basic reason was that the company is completely competent from top to bottom. A single personality will always stand out about a group of people, but one must pay a compliment to the Banvard Beauty Chorus. They fulfil both their claims—they are beauties and a chorus. In fulfilment of the latter capacity they danced and sang with a unanimity which was refreshing.

The Principals.

Among the principals Miss Winifred Dalle as Katja Karina deserves all praise for her singing, which was excellent, and her dancing made one hope for more. Miss Claire Leslie, as Patricia, was quite charming; her performance thoroughly won the hearts of her audience, while her singing of the well-known "Leander" duet with Mr. John Hagan really brought the house down.

Of the actors, John Hagan gave an outstanding performance. He really is a comedian of note, quite out of the ordinary. William Senior, as Prince Carl had several opportunities for showing the powers of a really fine baritone voice, and took full advantage of them, while Frank Atkinson raised many laughs as the peppery Count Orpich. Victor Hagan, as Ivo, made an excellent offset to Katja.

Other Points.

The dresses of the players and chorus were most attractive and the stage management was admirable. The orchestra at times was a little ragged, but this will be improved with a little added time for rehearsal. Altogether this was a thoroughly good show, quite one of the best which has visited Hong Kong for some time, and if anyone is still wondering whether to go or not, he should hesitate no longer, but book immediately, as the houses are filling up rapidly.

DUE ON SUNDAY.

PASSENGERS ON THE "KARMALA."

Passengers announced to arrive here on Sunday on the P. & O. s.s. "Karmala," which is bringing the London parcel mail, include:—Lieut. E. H. B. Baker, Mr. and Mrs. T. Burkett, and Misses Burkett (two), Major Burkett, Mr. and Mrs. R. G. Craig and infant, Lieut. W. P. O. Evans, R.N.; Lieut. A. B. B. Foulerton, R.N.; Mr. W. J. Holt, Comdr. J. A. V. Morse, D.S.O., R.N.; Mr. R. Morrison and Mr. J. P. White.

ROUND THE POLICE COURTS.

LOCAL JUNK PIRACY RECALLED.

YESTERDAY'S DAILY ROUND.

[BY R. E. PORTER.]

A large number of cases containing phases of more than ordinary interest came for hearing at the Police Courts yesterday. In a recent attack on a junk the pirates met with a hot reception from the police, and a Chinese detective gave a graphic account of the shooting down of one of the pirates. This case is reported under a separate heading. A Chinese amah who was pestered by her brother sought protection from the S.C.A., and the youth was sent to prison. Another case concerned a European master of a vessel who offended against the revenue regulations.

A CALLOUS YOUNG MAN.

An amah employed at No. 30, Hill Road, charged her younger brother before Major C. Willson at the Central Magistracy with demanding \$10 from her by menaces.

In her evidence the woman said that the defendant continually demanded money, and when it was not forthcoming, he assaulted her. She had given him altogether \$10 on different occasions while she was employed at No. 22, Pokfulam Road. In order to get away from the defendant, she gave up her situation and went to Hill Road. The defendant found out her new address, and came again with a demand for \$10, threatening to assault her if the money was not given.

At last she reported the matter at the Secretariat for Chinese Affairs, and received certain instructions from Inspector Andrew. When the defendant came again she gave him two \$1 notes, the numbers of which had been noted, and two other notes, and after the defendant had put the \$4 in his pocket he was arrested by a detective.

On the Magistrate deciding to convict the defendant, Inspector Andrew said there was nothing against the man in the police records. The defendant had formerly held a good position as conductor with the Tramway Company, but he was dismissed for an irregularity.

Evidence was also given by Chan Hung Pak, a secretary to General Leung Wing Sing, who took the complainant to the S.C.A.

In passing sentence of one month's hard labour, the Magistrate remarked that it was a sad thing that a young man like the defendant should sponge on his sister and assault her when she had no money to give him.

RAISING A RANSOM.

The Chinese who was charged with obtaining \$4,000 on the pretext of paying ransom for certain Chinese who had been arrested at Shanghai for being Communists was again before Major C. Willson. Mr. C. A. S. Russ defended.

Further evidence showed that the defendant had approached the captives at Shanghai and told them that they would be shot if a sum of \$4,000 was not paid for their ransom. He offered to assist and asked the captives not to feel uneasy as he would do all he could to secure their release. He was, however, told not to come to Hong Kong for the money as the news of their imprisonment would scare their relatives here.

Defendant did return to Hong Kong and approached the relatives of the imprisoned men. As a result of the news he gave them, the wife of one of the captives went to Shanghai and with \$2,900 she secured the release of the prisoners. It is now alleged that the defendant had not been authorised to raise the money for their ransom. The case was then adjourned until Saturday morning.

DUTIABLE LIQUOR.

The Captain of the s.s. "Yuet On" was fined \$25 by Mr. R. E. Lindell at the Central Magistracy for allowing dutiable liquor to be discharged from his vessel without a permit.

TRAFFIC OFFENCES.

While a car belonging to Mr. A. Anderson, port engineer, was parked in front of the City Hall, a Chinese driving another car, No. 2021, struck the stationary vehicle, damaging one of the wheels. The accident was not reported by the Chinese driver and this neglect brought him before Major C. Willson at the Central Magistracy.

The Magistrate ordered defendant to pay \$4 compensation to Mr. Anderson for the damage and fined him \$5 for failing to report the matter to the police.

In another case Mr. Bortoolle was fined \$5 for driving a motor-car down Lee House Street when the street is open to one way traffic only. A further fine of \$5 was imposed for failing to produce his license. Mr. Bortoolle, pleaded guilty to both charges.

OFFICE SUPPLIES



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The Complete Line of Office Equipment

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LENER STRING QUARTET.

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L1926-28 QUARTET IN F MINOR SIX PARTS—THREE RECORDS
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INTIMATIONS.

NAVY LEAGUE (HONG KONG BRANCH).

THE ANNUAL GENERAL MEETING of the NAVY LEAGUE will be held on WEDNESDAY, 8th FEBRUARY, at 7.30 p.m., in the Boardroom of Messrs. JARDINE, MATHESON & Co., Ltd. (by kind permission). All Members are cordially invited to Attend.

L. M. WHITE,
Hon. Secretary.

THE HONG KONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, 9th FEBRUARY, 1928, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December 1927.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th JANUARY, to THURSDAY, 9th FEBRUARY, 1928, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.

Hong Kong, 6th Jan., 1928. [5863]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Hong Kong Hotel, Hong Kong, on THURSDAY, 9th FEBRUARY, 1928, at 11 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st December 1927.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 1st FEBRUARY, to FRIDAY, 3rd FEBRUARY, 1928, during which period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers,
Hong Kong, 25th Jan., 1928. [5868]

THE "STAR" FERRY CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, 16th FEBRUARY, 1928, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st December 1927, and if thought fit to sanction the Payment to the Directors of the Yearly Sum of \$1,000.00 as an Annual Bonus in addition to the Yearly Sum of \$1,000.00 payable to them under paragraph 96 of the Company's Articles of Association as from the 1st January, 1928.

The purpose of the above Resolution passed at the Annual Meeting of the Company held on 24th JANUARY, 1927—"That the Directors' remuneration be increased from \$1,000.00 per annum to \$2,000.00 per annum."

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 5th FEBRUARY, 1928, to THURSDAY, the 22nd FEBRUARY, 1928, during which period No Transfer of Shares can be registered.

By Order of the Court of Directors,
F. H. CHAPPELL,
Secretary.

Hong Kong, 30th Jan. 1928. [5825]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at City Hall, Hong Kong, on SATURDAY, the 26th FEBRUARY, 1928, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December 1927.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 13th FEBRUARY, 1928, to SATURDAY, the 26th FEBRUARY, 1928, during which period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.

Hong Kong, 6th Feb., 1928. [5835]

HONG KONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Hong Kong, on MONDAY, the 27th Day of FEBRUARY, 1928, at 12 O'clock Noon, to transact the Ordinary Business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from MONDAY, 13th, to MONDAY, 27th FEBRUARY, 1928, Both Days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 4th Feb., 1928. [5851]

INTIMATIONS.

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE OVER HUNDRED AND EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4A, Des Voeux Road, on TUESDAY, 28th FEBRUARY, 1928, at Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 16th FEBRUARY, to TUESDAY, 28th FEBRUARY, 1928, Both Days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hong Kong, 4th Feb., 1928. [5854]

CORRECTION.

THE CHINESE ENGINEERING & MINING COMPANY, LIMITED.

THE NOTICE appearing in these Columns from December 31st, 1927, to 7th January, 1928, the Number 31068 appeared under the heading "700 Bonds of £20 each, Numbered, etc." This should read 31068. [5864]

HONG KONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW OF FLOWERS AND VEGETABLES will be held at VOLUNTEER HEADQUARTERS on THURSDAY, 22nd FEBRUARY.

ENTRIES will CLOSE at 1 p.m. on MONDAY, 12th FEBRUARY. Schedules may be obtained on Application from the SECRETARIES, c/o BRADLEY & Co., Ltd.

Hong Kong, 7th Feb., 1928. [5862]

NOTICE.

MONIES up to \$200,000 are available for investment on 1st Class Mortgage Security subject to a Trustee Valuation.

Apply—Messrs. DRACONS, Prince's Buildings.

[5791]

THE "SAN-FAN" CIRCUS.

"SAN-FAN" CIRCUS, having returned from AMERICA, are

Giving SHOWS at the PRAYA EAST RECREATION AREA.

Expert European Bandmen and

Dancing Girls have been employed.

PRICES:

1st Class \$2.00

2nd " \$1.20

3rd " \$0.50

TIME TABLE.

NIGHTLY SHOWS

8.00 P.M. to 11.00 P.M.

MATINEES

2.00 P.M. to 5.00 P.M.

TO LET.

FROM 1st MAY for 6 Months "KIEK-UT" STUBS Road, Eight Rooms, Fully Furnished and Garage—Apply Box 5837, c/o Hong Kong Daily Press. [5837]

TO LET.

A FLAT in CARMARVON BUILDINGS Kowloon—Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS. [5817]

POCKET CALCULATOR which Adds, Subtracts, Multiplies Accurately like Big Machines and Counts up to 999,999. It is so Useful, Convenient and Inexpensive that it does the Entire Work Satisfactorily, Rapidly and Accurately. 315 Post Free. D. H. WARDEN, GARDEN, BOKERY. [5860]

BOATMAN WANTED—About 25

Tons, with or without Auxiliary Engine. A.I. Condition Essential. Full particulars to J. S. Box No. 5836A, c/o Hong Kong Daily Press. [5836A]

WANTED.—European Import

EUROPEAN ASSISTANT to take Charge of Piece Goods Department. Must be Fully Qualified with Good Experience of Buying and Selling, and Fully Acquainted with the Singapore and Neighbouring Markets. Good Prospects for Right Man. Applications with References and stating Salary required to Box 5849, c/o Hong Kong Daily Press. [5849]

INTIMATIONS.

HONG KONG JOCKEY CLUB.

BAOGE MEETING, 1928.

13th, 14th, 15th and 16th FEBRUARY.

MEMBERS' BADGES.

MEMBERS' BADGES of Admission are now ready and may be obtained by those Members who have not already received them, from Messrs. LAMBERT & DAVIS, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of introducing Two Non-members to the Members' Enclosure.

A Limited Number of Tickets are available and may be obtained from Messrs. LAMBERT & DAVIS, Alexandra Buildings, on or before SATURDAY, 11th FEBRUARY, 1928, at a Cost of \$3.00 Each. \$2.00 for the Meeting.

The Charge for Admission for Ladies to the Members' Enclosure will be \$4 Per Day. Each Member can obtain upon application to the SECRETARY, Badges for the Admission of Two Ladies Free of Charge. On no pretext will Children be permitted in either Enclosure during the First Three Days Racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, Price: \$3 Per Day for all Persons including Ladies, may be purchased from Messrs. LAMBERT & DAVIS, or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1 Per Day.

Admission by Ticket only.

Bookmakers, Tie Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. LAMBERT & DAVIS, Alexandra Buildings.

Employers are requested to distribute them with discrimination, and to endorse their Names on the Passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any Persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the Enclosure.

By Order,

C. B. BROWN,
Secretary.

[5826]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

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Xeres de la Frontera,

specialty selected.

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ACTING "I.G." PROPOSES TARIFF CONFERENCE IN SHANGHAI.

SEEKS TO BRING NORTHERN AND SOUTHERN LEADERS TOGETHER.

WU PEI FU'S DOLEFUL FLIGHT.

KUOMINTANG PROPOSE HOLDING NATIONAL ASSEMBLY.

TARIFF REVISION CONFERENCE.

(Wah Tai Yat Pao.)

SHANGHAI, Feb. 7th. In interviewing Mr. T. V. Soong, the Nationalist Minister of Finance, Mr. Edwards, acting Inspector-General of the Chinese Maritime Customs, proposed that a Tariff Revision Conference should be called at Shanghai, as being the most convenient place for leaders from the North and South to meet.

Mr. Edwards told pressmen that his mission to Shanghai was to discuss, with the consent of the Peking Government, with the Nationalist Government the problem of tariff revision.

THE KUOMINTANG CONFERENCE.

(Wah Tai Yat Pao.)

SHANGHAI, Feb. 7th. The Kuomintang Conference will close this afternoon. Business not having been transacted during the session will be referred to the Standing Committee.

NATIONALIST FINANCES.

(NAVAL WIRELESS.)

SHANGHAI, Feb. 6th. In an attempt to improve its financial position, the Nationalist Government is employing every means in its power to collect money.

EARL HAIG'S LAST RESTING PLACE.

(BRITISH WIRELESS SERVICE.)

ROBURY, Feb. 6th. Since Saturday morning a continuous stream of mourners has passed the body of Earl Haig in Saint Giles' Cathedral, Edinburgh. When the doors of the Cathedral should have closed yesterday afternoon at five o'clock there was a queue of people, four abreast, and a mile long, and it was decided to keep the Cathedral open until ten o'clock. The public will be admitted again this evening until the same late hour.

To-morrow the Field Marshal's remains will be conveyed to Dryburgh Abbey for burial in the family grave. After a special service in the Cathedral, the coffin will be taken on a gun-lance, escorted by troops, to Waverley station. The troops will consist of two squadrons of the Royal Scots Greys, and the 2nd Battalion Cameron Highlanders with a pipe band and an escort of the King's Own Scottish Borderers. As the special train leaves the station with the body, a salute of nineteen-minute guns will be fired from Edinburgh Castle.

When the train arrives at the station near Dryburgh Abbey the body will be transferred to a farm cart and escorted to the Abbey by employees of the late Field Marshal.

FRANCO-AMERICAN ARBITRATION PACT SIGNED.

(REUTERS' AMERICAN SERVICE.)

WASHINGTON, Feb. 6th. The Arbitration Treaty between the United States and France, renouncing war as an instrument of national policy, was signed to-day.

THE "YOUNG SUFFRAGISTS."

BEGIN THEIR CAMPAIGN IN DOWNING STREET.

ATTEMPT TO DELIVER LETTER TO H.M. THE KING.

OUTFLANKED BY A "BOBBY."

(THROUGH REUTERS' AGENCY.)

LONDON, Feb. 7th. Veteran suffragettes, who had been imprisoned in the cause of "women's emancipation," celebrated the 10th anniversary of the movement by dining in London on the 4th inst.

Their successors, members of the "Young Suffragists," started active operations this morning at the gates of Downing Street which were closed in anticipation of their invasion. But only four quiet young women arrived and left at the Prime Minister's door a petition asking that the Equal Franchise Bill (giving a vote to women of 21) be the first measure on the Statute Book this session.

Four others, who simultaneously tried to deliver a letter to H.M. the King at Buckingham Palace, were refused admission. They tried strategy. One "passed" a letter to her comrade and engaged the police in conversation, while the comrade slipped into the quadrangle and ran towards the door. The policeman, however, intercepted her and carried the kicking and struggling girl outside the gates.

The deputation did not persist, but took the letter to a district messenger's office.

CHINESE WOMEN'S "EMANCIPATION."

OVER EIGHTY WOMEN'S ASSOCIATIONS MAKE A MOVE.

(Wah Tai Yat Pao.)

SHANGHAI, Feb. 7th. A delegation, claiming to represent over 80 women associations, presented a petition to the Nanking Government concerning Chinese women's emancipation.

Mrs. Liao Chung Kai, one of the executive members of the Central Kuomintang, in accepting the petition, told them that she felt ashamed that she, an executive member, had not done anything to enhance the Chinese women's emancipation movement. She promised to refer the petition to the 4th Kuomintang Conference for discussion.

INDIA'S RESERVE BANK BILL.

SIR BASIL BLACKETT EXPLAINS.

(THROUGH REUTERS' AGENCY.)

NEW DELHI, Feb. 6th. Sir Basil Blackett, addressing the Assembly on the Reserve Bank Bill, said the Government bowed to the ruling of the chair with regard to the new Bill.

He explained that the Government was not aware that its proposal to proceed with the new Bill would be regarded as irregular. The new Bill was published to enable the people to be acquainted with the Government's proposals. The Government, he added, was not prepared to abandon the attempt to create a Reserve Bank without first enabling the Legislature to decide whether it wished to secure an establishment on sound lines.

The old Bill will accordingly be considered this week. (Last Monday, Mr. V. J. Patel, president of the Assembly, refused to call on Sir Basil Blackett to introduce the new Reserve Bank Bill, on the ground that it violated the property of the House—and was an abuse of privilege while the last Session's Bill was not withdrawn.) The terms of the revised Gold Standard and Reserve Bank Bill were published recently, under which no person will be allowed to hold shares worth more than 20,000 rupees, and the total dividend will not exceed seven per cent.)

A MUNIFICENT GIFT.

ANONYMOUS £500,000.

FOR REDUCTION OF NATIONAL DEBT.

(THROUGH REUTERS' AGENCY.)

LONDON, Feb. 6th. A benefaction, officially described as being of an "unprecedented character," has been anonymously made to H.M. Treasury in the shape of a sum of £500,000.

The condition attaching to the Treasury's windfall is that it shall be held in trust for the nation to accumulate over a long period of years and must ultimately be applied to the reduction of the National Debt.

The donation has been lodged with the well-known bankers, Messrs. Baring Brothers, through whom Mr. Winston Churchill, the Chancellor of the Exchequer, has warmly thanked the benefactor.

FROM LONDON TO AUSTRALIA.

HINCKLER SETS OUT AT DAWN.

(THROUGH REUTERS' AGENCY.)

LONDON, Feb. 7th. Bert Hinckler started on his long journey from Croydon at dawn. (Hinckler is on a solo flight to Australia, which he hopes to reach in 18 days using a 30 horse-power Avro-Avian. He intends to travel in 1,000-mile stages. The record is held by Sir Keith Smith, who in 1919 (in a 720 h.p. Vickers-Rolls-Royce biplane), covered the flight in 28 days.)

THE ABOLITION OF SUBMARINES.

U.S. WILLING TO ADOPT WORLD TREATY.

FRENCH "MISUNDERSTANDING."

(THROUGH REUTERS' AGENCY.)

OTTAWA, Feb. 6th. Mr. Kellogg, the U.S. State Secretary, has arrived here on a private visit.

In an interview he said, apropos of the abolition of submarines, that the French Press apparently misunderstood the position of the United States. The latter were prepared to enter into a world treaty to attain the object for which Mr. Fotheringham's motion was introduced.

The Secretary foreshadowed that treaties outlawing war would be offered to other Powers besides France as the existing Arbitration Treaties expired.

[In the U.S. House of Representatives, Mr. Fotheringham, member for Massachusetts, recently introduced a resolution proposing the prohibition of the construction of submarines. Mr. Kellogg, commenting on this, said there was no objection to the resolution provided that submarines were abolished and construction prohibited throughout the world. It was impossible that one country should abolish submarines, and leave any other country free to operate and build them.]

STEAM ENGINES FOR AIRPLANES.

LESS NOISY THAN PETROL MOTORS.

METAL LINERS.

Air liners, driven by steam engines, are being designed in France. Steam engines will, it is claimed, enable machines to fly at greater speeds and heights than would be possible with any other motive power.

M. Henry Robert, one of the experts working on the invention, declares that perfected steam engines will be cheap, silent, and reliable. Plans are now on hand for giant flying-boats, with a steam plant in a central engine-room actuating oil-transmission propellers out on the wings. Recent French construction of large metal flying-boats has convinced her experts that there is practically no limit to the size of flying machines built to ascend from, and alight on, the surface of the water.

THE PRAYER BOOK.

CHURCH ASSEMBLY'S FATEFUL SESSION.

LORD HUGH CECIL'S CONTENTION.

(THROUGH REUTERS' AGENCY.)

LONDON, Feb. 6th. One of the most fateful and most critical sessions in the history of the Church Assembly began in the Church House at Westminster, to-day, to decide on the form of the amended Prayer Book.

The Assembly consists of 43 representatives of the House of Bishops, 313 members of the clergy, and 332 of the Church laity. The public galleries were packed to overflowing.

The Session was opened by the Archbishop of Canterbury, in reporting the fate of the original proposals which were approved by the Assembly last year.

Bishop Withdraws Support. The Bishop of St. Edmundsbury and Ipswich, the Rt. Rev. Walter G. Whittingham, D.D., said that although he had supported the Prayer Book Measure which the House of Commons had rejected, he was unable to support the amendments now suggested, which, he said, still contained the Reservation provisions which were certain to be again rejected by the House of Commons.

Appeal for Self-Restraint. Lord Hugh Cecil, who insisted that the Church, and not Parliament, was alone competent to determine things spiritual, was constantly interrupted. The Archbishop of York appealed to the Assembly to exercise self-restraint.

The three Houses of the Assembly will sit to-morrow separately to discuss the new measure.

(BRITISH WIRELESS SERVICE.)

Tribute to Archbishop of Canterbury.

RUDELY, Feb. 6th. The Church Assembly met to-day to consider the return to Parliament in an amended form of the revised Prayer Book, which the House of Commons recently rejected.

The Archbishop of Canterbury, who presided, was celebrating the 25th anniversary of his primacy. When he entered there was a burst of applause and the whole assembly rose in greeting.

The Archbishop of York, paying a tribute to the Archbishop of Canterbury, pointed out that he had served a longer period than any of his predecessors for over 400 years. He spoke of Dr. Davidson's single-minded, wise and beneficent rule of the church and of the admiration, trust and affection which the whole church had towards him.

The Archbishop of York announced that a committee had been appointed in order that some special personal token might be presented to the Archbishop of Canterbury in this outstanding year, in which, incidentally, he would also celebrate his golden wedding.

"LAST WAR YET TO BE FOUGHT."

FAMOUS GENERAL'S VIEW.

NEW DELHI, January 13th. This morning, Field-Marshal Sir William Birdwood, amid impressive scenes, unveiled at Gorkhpur a war memorial to the Gurkha Rifles. The Commander-in-Chief said: "Your comrades did not die merely to be mourned. They died for a righteous cause, for a better world. If they have bequeathed undying fame to your Regiments, they have also laid upon you the solemn and sacred duty of continuing their grand tradition."

"This memorial is a tribute to your work as our allies. No nation was ever more staunchly served by its allies than the British Nation was served by the Gurkhas." Sir William Birdwood paid an eloquent tribute to General Shamsherjung, the Prime Minister of Nepal, who is now visiting India.

"We Must Prepare." The Field-Marshal concluded: "World peace has not yet dawned. The last war is yet to be fought. While we are earnestly desirous of peace, we must yet prepare for war." "When and where the next war will be fought none can tell, but this I can confidently say: it will find the Gurkhas ready to take up arms again as our allies, to do battle for right, true as ever to your old saying: 'It is better to die than to be a coward.'"

OPENING OF THE BRITISH PARLIAMENT.

H.M. THE KING'S SPEECH.

REFERENCE TO "THE POSITION IN CHINA": GOVERNMENT ADHERE TO DECLARATION OF POLICY.

PROGRESSIVE IMPROVEMENT IN HOME AND EXTERNAL TRADE.

(THROUGH REUTERS' AGENCY.)

LONDON, Feb. 7th. His Majesty the King, in his speech at the opening of Parliament to-day, said: "Britain's relations with foreign Powers continue friendly and it is the constant effort of my Government with the co-operation of the League of Nations to secure a settlement of international differences and to promote the cause of peace."

I have invited the King of Afghanistan to visit me in March and look forward to welcoming His Majesty. It will be a particular pleasure to receive His Majesty on his first visit to Europe.

Britain And China.

The position in China has so far improved to permit of large reductions in the naval and military forces sent to protect British and Indian subjects in the concessions, but the internal disturbances and civil wars and the consequent insecurity of life and property, both Chinese and foreign, still cause anxiety. Despite these discouraging circumstances my Government adhere to their declaration of policy of a year ago as the basis upon which they are prepared to meet Chinese aspirations and when the Chinese can assure

satisfactory protection of British lives and property.

The United States Government, on December 29th, communicated to the British Ambassador at Washington, as a basis of negotiation, the draft of a new Treaty of Arbitration to replace the Treaty of Arbitration of 1908. The draft is being carefully and sympathetically studied by my Government and will be considered in communication with my Governments in the Dominions.

Industrial Affairs.

Although the conditions of some of the principal industries continue to cause serious anxiety, I am glad to observe many encouraging signs of progressive improvement both in home and external trade, justifying the hope that with co-operation and goodwill steady progress will be made during the coming year. My Ministers are now enquiring as to the possibility of relieving industry and agriculture of the burdens in local rates, and the changes in local Government thereby involved in the proposals will be submitted, amending the Parliament and local government and franchise measures to be presented relative to national health insurance and increasing the credit facilities for agriculturists.

H.M. THE QUEEN SUFFERING WITH A COLD.

(THROUGH REUTERS' AGENCY.)

LONDON, Feb. 7th. It has been announced from Buckingham Palace that as H.M. the Queen has been suffering from a cold of late, it is considered inadvisable that she attend the State opening of Parliament to-day.

"BODYGUARD" CASE.

PARTIES SETTLE BY MUTUAL CONSENT.

NO FURTHER EVIDENCE.

The case in which a European, named Mr. E. Harris, who alleged that he had acted as bodyguard to Mr. Tang San Kan, and claimed £418, alleged to be due to him as wages for December and the first seven days of January, came to an end yesterday afternoon.

The case was adjourned on Monday morning until yesterday afternoon, to enable the solicitors engaged in it to make certain investigations.

Yesterday afternoon it was stated that the parties concerned had arrived at an agreement, the case having been settled in Chambers by mutual consent.

WEDDING IN LIONS' CAGE.

PRIEST AND CONGREGATION REMAIN OUTSIDE.

PARIS, Jan. 6th. When a male and a female lion tamer decided to get married it appeared to them the most natural thing in the world that the ceremony should be performed in the den of lions. However, despite their assurance that with the two lion tamers in the cage the beasts would remain perfectly quiet, no priest could be found to venture his life amid such surroundings, and the couple were in despair. A compromise was at last arrived at. The happy pair stood among their pets while the priest and others present pronounced the benediction from the other and safer side of the bars.

The scene at the Béziers Mairie, where the civil ceremony took place, was equally unusual. A group of cowboys lined up outside, and greeted the couple not with confetti but with repeated salvos from their revolvers. The lions were not forgotten at the wedding breakfast which followed, and while the bridal guests were eating rarer delicacies they were served with an extra large meal of raw meat.

COLLAPSE OF M.B.K. COALYARD WALL.

INQUEST INTO THREE VICTIMS.

At the Kowloon Magistracy yesterday afternoon an inquest was held into the deaths of three Chinese women, who were killed by the collapse of the Mitsui Bussan Kaisha coal yard wall at Yau-mai.

Dr. K. C. Chau, House Surgeon of the Kwong Wah Hospital, said that the first woman was admitted into the Hospital on the forenoon of January 4th in a serious condition, and later in the afternoon she died. Death was due to fracture of the left pubic bone, internal haemorrhage and severe shock. Dr. E. J. Dover said that the other two women died from multiple fracture of the skull and laceration of the brain.

Mr. W. H. Owen, of the P.W.D., said that he examined the walls of the coalyard which were built of brick and lime water. The wall could stand a downward weight, but it was not strong enough to resist the pressure of the coal heaped against it.

His Worship then adjourned the inquest so that the jury might visit the scene of collapse.

HISTORIC CAVE OF MACHPELAH.

CHRISTIAN AND JEWISH TOURISTS TO BE ADMITTED.

LONDON, Jan. 12th. For the first time since the Moslem conquest the Cave of Machpelah, in the Hebron Mosque, which is reputed to be the burial place of Abraham, Isaac, Jacob, Joseph, Sarah, Leah and Rebecca, is to be thrown open to Christian and Jewish tourists, as the result of a resolution adopted by the Muslim Supreme Council.

An entrance fee of 3s. will be charged. Hitherto, only privileged Christian visitors have been allowed entrance.

Distinguished Jews have also been admitted on very rare occasions, but even then they risked attack from excited Muslims. The "Haram," which is built over the alleged site of the Cave of Machpelah, is easily the most conspicuous building in Hebron, a city in Palestine, about 20 miles from Jerusalem. The "Haram" is an enclosure measuring 112 feet by 161 feet, with high rampart walls which are ascribed by architectural experts to the Herodian period. Part of the area is occupied by a 12th century Gothic Church and contains six modern cenotaphs of Abraham, Isaac, Jacob, Sarah, Rebecca and Leah. The cave beneath the platform has probably not been entered for at least six centuries.

HOCKEY.

R.A.F. DEFEATED BY THE ARMY.

SIM SHIELD TIE.

The hockey match in the Sim Shield competition between the Army and the Royal Air Force, postponed last week owing to bad weather, was played yesterday at King's Park and ended in a win for the Army by four goals to one.

In the first half, the R.A.F. defence was very sound and the Army only scored one goal through Lieut. Burton. After the interval the Army attacked more vigorously and added three more goals, the scorers being Capt. Howard (2) and Capt. Dobble.

This success places the Army on an equal footing with the Navy, on points. The two Service teams have one more match each and both are in a strong position to gain maximum points. The Army have to meet the R.A.F. again; the Navy's opponents are the Club.

The Position To Date.

The positions of the Clubs to date are—

	R.	A.	N.	C.	F.	A.	P.
Navy	5	4	1	0	20	6	8
Army	5	4	1	0	18	6	8
Club	4	1	3	0	8	15	2
R.A.F.	4	0	4	0	15	0	0

HOME FOOTBALL.

TWO LEAGUE MATCHES PLAYED.

FIRST AND SECOND DIVISION.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 6th.

Two English League football matches were played to-day, one being in Division I. and the other in Division II. The results follow:

Division I.

Tottenham 1, Bolton 2.

Division II.

Port Vale 2, Preston N.E. 0.

ROWING AT SINGAPORE.

HONG KONG AND OTHER PORTS INVITED.

At the annual meeting of the Singapore Yacht Club last week it was decided to issue invitations to an interport race for four, these to be sent to the Royal Hong Kong Yacht Club, the Shanghai Rowing Club, the Canton Rowing Club, and the Manila Rowing Club among others.

DERBY PRICES.

WHAT WAS OFFERED YESTERDAY EVENING.

Mr. Frank Hayter's latest prices for the Hong Kong Derby are given below. Since Tuesday their apparent is still quoted at 2 to 1. Pick is now quoted at 5 to 1, as against Tuesday's 4 to 1. November is 6 to 1 against the previous 9 to 2. Eight of the others are also offered at slightly longer odds, which reflects the popular confidence in the favourite. Sitting Bull remains at 100 to 1, but Pickles' price is now 11 to 2 as against 6 to 1 on Tuesday. Blackstone Hall, Guild Hall and Manor Hall are all offered at longer odds.

The latest prices are—

Pick, 5-1.
Sitting Bull, 100-1.
Harlequin, 33-1.
Movingman, 33-1.
U. II., 100-1.
Blackstone Hall, 50-1.
Guild Hall, 60-1.
Manor Hall, 60-1.
Duke of Vernon, 25-1.
Young Pretender, 33-1.
Heir Apparent, 2-1.
Sitting Bull, 100-1.
Bakers Bay, 20-1.
Coos Bay, 33-1.
Deepwater Bay, 40-1.
Monterey Bay, 12-1.
Comrade, 33-1.
Champion, 33-1.
New Year's Eve, 10-1.
Boxing Eve, 10-1.
Mish Mish, 33-1.
November, 6-1.
Handsome Stag, 33-1.
Winsome Stag, 8-1.

SHANGHAI JOCKEYS ARRIVE.

Shanghai jockeys arrived here by the s.s. *President Pierce* to take part in the Hong Kong Jockey Club annual race meeting.

They are Mr. H. Matland, who will ride for the Dunbar stable; Mr. A. J. P. Howard, of Messrs. Jardine, for Messrs. Hynes and Mackie; Mr. V. M. Hamovitch, for Mr. Dynasty.

FIFTH TEST MATCH.

THREE BATSMEN SAVE ENGLAND.

SUTCLIFFE, HAMMOND AND TYLDESLEY.

DURBAN, Feb. 6th.

According to *Reuter* and the *British Wireless Service*, England were only saved from ignominious collapse in the fifth Test match by three batsmen who scored 217 out of a total of 282. These were E. Tyldesley, 100, Hammond, 66, and Sutcliffe, 51. England took practically the whole day to compile their score. South Africa scoring 6 for no wicket before stumps were drawn. The chief bowling honours went to Nuper who took five wickets for 83.

England, 282.

South Africa, 6 for 0 wicket.

South Africa's Innings.

In bright weather, on a faster wicket and before a moderate attendance, South Africa compiled 74 runs for the loss of two wickets at lunch time.

At tea time South Africa were 220 for 4. Cameron scored 53.

WHY WOMEN ARE UNDER-PAID.

INJUSTICE BEGUN IN THE HOME.

Men who despise housework and women who have to do it formed the basis of the presidential address given by Mrs. Tidwell, of London, at the National Union of Women Teachers' Conference in Chester on January 31st.

"Women's work is never done," is an adage that should not be tolerated by the women of the future," declared Mrs. Tidwell.

"The fact that women's work in the home so largely consists of hand work, together with the fact that traditionally no claim is made for a money payment to the wife in respect of such home duties, has caused work of this nature to be depreciated.

The ordinary man will say that he 'keeps' his wife; the opinion is often expressed that a married woman should not take up paid work outside the home because she has a husband to 'support' her. Even the Government, in its census forms, returns married women as 'unoccupied.'

"Despised."

"The result is that housework is despised; it is 'women's work' and a man of a certain type considers himself demeaned if he is required to engage in household duties. If, however, a married man with a family loses his wife, he finds that he has to spend far more in getting his home run by a paid housekeeper than it cost him when the duties were performed by his wife, even though the payment is not equal to that which a man would expect for the same work.

"The low valuation attached to women's work in the home has had its effect on women's work outside the home. When the value of handwork in the home, which is essentially brain work, is justly assessed, women's work in general will be more justly valued, and we shall no longer have women teachers, women clerks, women shop assistants, women cooks, and other household workers paid at a lower rate than men teachers, men clerks, men shop assistants, butlers, footmen, and, above all, chefs, simply because some are women and others are men irrespective of the importance of the work and the manner in which it is carried out."

TURKISH WOMAN AND THE VEIL.

BOSNIA LAGS BEHIND.

Travellers who have passed through Sarajevo and other towns of Mohammedan Yugoslavia have realised that European Turkey is taking longer to change its spots than Turkey proper. In Turkey it is an offence to wear a fez; and woman no longer go covered, but strive to emulate their European sisters in following the mode or chasing the flying ball. Baseball, it is rumoured, enjoys the especial patronage of Kemal Pasha. In Bosnia, however, the women go about like murky ghosts in their black sheets, and the country is one of the last hopes of the fez manufacturers.

An end to this is now to be expected. The head of the Bosnian Mohammedans, entitled in Serbia Reis-ul-ulema Djemaludin ef Tchaushевич, recently declared that it was time progress reached the faithful in Europe. The faithful have risen against his words, and a conference of all Mohammedans in the country is now to consider the important question. Meanwhile Reis-ul-ulema Djemaludin ef Tchaushевич's supporters, in the daily Press, content themselves with pointing out that their old-fashioned brethren evidently cannot read Arabic, as the Koran is silent on both the disputed points; and in any case, whatever authority says, the fez is disappearing, and the younger women will soon all be uncovered.

WEMBLEY'S FIRST DOG RACING.

WHIPPET OVERTAKES ELECTRIC HARE.

FREE CHAMPAGNE AND A SCENE.

The Wembley Stadium was formally opened as a greyhound-racing track on Dec. 10th, and the official estimate of the attendance is given at 70,000. It did not look to be anything like as much.

The total holding capacity of the Stadium is 85,000, and the place did not appear to be more than half full. The enclosure, to which the price of admission is 10s., was packed to the point of discomfort—a very considerable proportion of those present being there, by invitation of the directors—but in the cheaper enclosure there was a large number of empty seats.

There seemed to be an enormous number of bookmakers present, but they were not doing much business. The public nowadays are knowledgeable about greyhound racing, and they know that a dog which has done fast times on one track and won many contests does not necessarily do so on another where the conditions are different, so they were there merely watching points, and getting a line to the market, the greyhounds who will be running on the track throughout next year at its bi-weekly meetings.

Heterogeneous Crowd.

I met several people at the Stadium, students of human nature with financial minds, who were little interested in the racing, and the performances of the greyhounds, but who were keenly interested in the effect the opening of Wembley will have on the market in greyhound racing company's shares, because apart from the gambling on the race, there is a tremendous gamble being engineered in this class of share.

It must be said that at Wembley nothing has been left undone to attract the public to this newest gaming house.

Racing began at eight o'clock and at seven o'clock there was a reception. If Major-General Seely, who is chairman of the directors of the Wembley Stadium and Greyhound Racecourse Co., Ltd., and who stood inside the door of the Club, "received" each individual of that enormous throng who surged through the doors, he must have been a very tired man at the end of the evening.

The Club Room.

The Club-room is a vast place, with magnificent and well-lit, the predominant note in its decoration, which is of almost inconceivable garishness. Never, perhaps, in London before has such a heterogeneous crowd of people of all classes been drawn together as assembled to receive the spacious hospitality of the Directors.

If it were possible to remove, as a whole, the crowd during the night of a big fight at the Ring, Blackfriars-road, and dump them down among the regular crowd at a Palais de Danse, something like the effect of Saturday night might be created.

Hospitality!

And the hospitality accorded them was magnificent! Along the whole length of the vast room there was a buffet, and there prodigious numbers of waiters and waitresses were handed out. There was no limit to the supply of champagne, which was all free. Several people went upstairs during the course of the evening to watch the racing.

A general impression of this opening meeting is that however vast the crowds that may be attracted in the summer months, winter greyhound racing will not appeal to a big public. Intense efforts were made to attract the public, and the response was, nothing like what was expected, which suggests that only the dregs of the gambling world will leave his comfortable home in cold winter night and stand about in the rain and blast and the rain hoping to make money by betting on the dogs.

In the cheaper enclosures there was none of the hectic enthusiasm that could have been seen at the other meeting that took place in the course of the last Summer and Autumn.

Hare Caught.

The racing had its amusing points. One dog, Big Attack, which was owned by the conductor of a popular hotel orchestra, got distinctly out of time in the race for the Bermuda Hurdle. He was a favourite, and he went out of the trap with a good lead; indeed, he went so well that he caught up the hare, and passed it.

Then the hare went on again and fouled him so that he lost ground, and was beaten three lengths by the Liverpool dog, Ballyshane, which started at 10 to 1 against him. The result was hailed as a victory with a great deal of boogie, which lasted for some five minutes, the public being evidently under the impression that it should have been given. "No race," *Piquet in the Daily News*.

"THE GAUCHO."

"FEATURING FAIRBANKS." "BEN HUR" AUDIENCES—AND AN ENCORE.

[BY OUR FILM CRITIC.]

"Doug" the beloved has returned to the screen. His new picture "The Gaucho" shows him to be nearly as agile if considerably stouter than he was in his "Mark of Zorro" days.

But the passing of the years has left its mark and it was perhaps a little rash of Fairbanks to come back in such familiar guise. "The Gaucho" is not quite the gallant laughing gentleman we used to see, there is just a suspicion of effort in his marvellous athletic feats, and more than a suspicion of fake in some of them. Possibly he made an attempt to prevent "The Gaucho" from being just "featuring Fairbanks" a triumph of a famous personality, and has forebore in consequence to white wash the character he represents. But though the public is called fickle it "likes its accustomed fare."

"Doug" without youth and gallantry is not himself as we know and loved him, and "el Gaucho" is not a pleasant personality despite his repentance. "El Gaucho" does not matter, the story does not matter, what the public wants is "Doug," was quite evidently the decision of the director. "The Gaucho" in consequence is "featuring Fairbanks" and Fairbanks is somewhat of a disappointment.

But, and it is a big but, our hero, he he Bogard that or Spanish robber, is still "Doug," he still can laugh and leap and ride amazingly; and he has given to the cinema world a leading lady who is both lovely and accomplished, and has a big part to play in the picture.

Lupe Velazquez was almost unknown before the showing of "The Gaucho." She is not unlike a Dolores del Rio with more fire and less spirituality. To watch her is a delight if you love beautiful things, and we shall look forward to her next picture.

The earliest scenes showing the origin of the City of Miracles are beautifully made, almost as lovely as the beginning of "Ben Hur," and the camera work by which one sees the gradual growth of the city very clever.

We feel sure you will enjoy "The Gaucho" although you will not feel that it is the best picture Douglas Fairbanks has given us. There are scenes of real beauty and plenty of laughter, and the movement is quick and varied.

At The World and Star.

At the World is "The Irresistible Lover," which was very well received last Sunday at the Queen's, and at the Star Roudolph Valentino in a good adventure story called "The Eagle."

Four Thousand A Day.

On an average, four thousand people saw "Ben Hur" daily during its eight days' showing at the Queen's, that means that 32,000 people saw it and yet already there are requests for a re-showing as many were unable to get seats. It will be put on again probably in about eight weeks' time, and no doubt many people will want to go a second time.

NEW YORK'S WEALTHY BEGGARS.

TO THEIR PITCHES BY TAXICABS.

New York.

In spite of the proud boast of being the world's richest city, New York has its beggars, and they are not simple-hearted.

Like the multi-millionaires they have their own standard of riches. The business is so profitable that one young man when offered a job at \$2 a week said he could earn more on the streets and remain his own boss.

The highest amount earned in a week by plying adroitly the piteous look has been, it is said, \$100. It is not uncommon for professional beggars to keep their own banking accounts, ride to and from "work" in taxicabs, and spend the winter in Florida. Certainly none of them works on Sunday.

So lucrative is begging in the city that schools exist in which the trade may be learned. Here you may study the proper way to carry hidden a sound limb after the manner of Arthur Burchard in "Treasure Island." The worst expression of the blind can be found, and sometimes the master will form a company of three or four beginners, place them daily on lucrative stands, and share the proceeds.

One legless beggar lives across the water in New Jersey, where he owns property. In the city he is an ex-soldier who lost his legs in the war, although they were actually cut off when he was hobnobbing on a railway.

BRITISH BID FOR WOOD TRADE.

THOUSANDS OF ACRES TO BE PLANTED.

OAKS IN PERIL.

Twenty-three thousand acres will be added to Britain's woodlands, it is hoped, by next month, and with the opening of the tree-planting season, one of the greatest areas to be extended will be Thetford, in Norfolk.

William the Conqueror's record will easily be broken when this expanse of woodland, far wider than the New Forest, grows to maturity. But it is not the commercial value of the timber and not the love of the chase that fires the zeal of the modern forest-maker. In new plantations and reforested districts, more than 100,000 acres have been planted since the war—a total representing more than 300,000,000 trees! Of these, no fewer than ninety per cent. belong to the coniferous family, consisting of the Scots pine, and such important varieties as the Norway spruce, the European and Japanese larch, and the North American Douglas fir.

The main reason why the pine and the spruce are replacing the oak is that the demand for the soft wood of the conifers for building far exceeds that for the hard wood of the broad-leaved trees like the oak.

Output.

Every species of tree produces a varying amount of cubic timber an acre every year. The output of the oak is about thirty cubic feet, that of the larch, spruce, or Scots pine sixty, while the Douglas fir often yields as much as a hundred feet.

The different heights of the trees is partly responsible for this state of affairs—the fir sometimes reaches the height of 120 feet, but a 100-foot oak is rarely found.

The passing of the bow and arrow meant practical extinction for the English yew. In the course of the next century modern conditions joined to the effect of the disappearance of the wooden ship may bring the same fate to the oak tree.

Many people imagine that, in view of the widespread planting activities, Britain will soon be covered with vast pine forests. But plantations are only just beginning to replace the fellings of the war period, when nearly 500,000 acres were laid bare. Meanwhile, Britain annually imports some £50,000,000 worth of timber—30 per cent. of its soft wood—much of which might be grown in this country.

Afforestation must proceed at the steady rate of 30,000 acres every year for sixteen years, before Britain's forests regain their pre-war condition.

SECRETS OF AN EXECUTION.

CORONER QUESTIONS A GAOL GOVERNOR.

"NOT ALLOWED."

LINCOLN, Jan. 4th.

The jury, at an inquest at Lincoln Prison, to-day, on Bertram Horace Kirby, who was hanged for the Louth bungalow murder, were directed by the coroner, Mr. J. A. Langley, to view the body.

The coroner's Amendment Act, 1925, enacts that the body of an executed person must be viewed by the coroner, but not necessarily by the jury, he said. "I shall always direct the jury to view the body of a person who dies in prison, and shall do so in this case, because the jury are the guardians of the outside public to see that everything is done properly and in accordance with justice."

The governor of the prison stated that the execution was carried out expeditiously.

The coroner: Can you say how long elapsed between the cell and the drop?—I am not allowed to say. It is laid down that no record of that shall be taken. I am not allowed to say anything except that a very short interval elapsed.

"That Is The Law."

Are you allowed to say how long the body remained hanging?—No, sir, I am not.

The coroner: I will put it to you in this way. Does a body remain hanging for an hour?—Yes, for an hour, and that was the time in this case. That is the law.

The foreman: Are those instructions general instructions for all executions?—Yes, for all executions. They are direct from the Secretary of State.

The medical officer of the prison, Lieut.-Colonel Lambert, explained how he examined the body after the execution. He had a special stairway and steps to make the examination directly after the drop. He mounted the steps, felt the pulse, and tested the muscular responses. They were absent.

The usual verdict was returned that Kirby was executed according to law.

Kirby murdered his wife, who was found with her skull fractured and an axe beside her. It was argued at the trial that Kirby was insane when he killed his wife, but recovered his sanity afterwards.

GIRL SWIMS DOWN A MAIN STREET.

TEN MINUTES "DIP" FOR A TEN SHILLINGS WAGER.

STORY OF ENGLAND'S FLOODS.

MAIDENHEAD.

An astonishing flood scene was provided at Maidenhead when a woman swam backwards and forwards along the main road.

The swimmer was Miss May Ruffell, daughter of a local baker, whose premises are in Bridge-road. Miss Ruffell is a skilled motorcyclist, who won the Amateur Cup in the London women's reliability trial a month ago. She had made a wager of 10s. that she would be able to swim along the road during the floods.

Her chance came this morning. "The road was like a river," she said. "People could not get into the shop for their bread. I carried my 'dip' of them on my back until planks were put down on trestles and rowing-boats were opened from one side of the road to the other."

"Then I decided I would win my bet. I changed into bathing costume, plugged in from the doorstep, and swam along."

"There were several lorries and cars in the centre of the road, held up by the floods. I swam in between them and alongside a traction-engine."

"The experience was splendid. I stayed in the water for ten minutes. A great crowd watched me."

Woman Doctor In Waders.

Maidenhead has never known more exciting times, says a London paper to hand. The flood is now here in earnest, and many hundreds of people are suffering the greatest inconvenience.

One night a baby fell ill in one of the flooded houses in Reform-road. Eight doctors were telephoned for unavailingly. The next day a woman doctor, using waders, was able to enter the house.

A funeral has taken place in the floods, too. A resident in Summer Leas had died, and the bearers had to use high rubber boots to carry the coffin from the house to the hearse, which, pulled by horses, struggled through the deep water, on the way to the cemetery.

Bad as conditions were in Bridge-road, people in the inundated area surrounding were in an even worse plight.

In Reform-road and on Maidenhead Moor are many small houses in which three and four families live, each occupying one room. The flood has resulted in all of them having to live together in the two upper rooms of each house. In one case, there are eleven people living in two upper rooms.

STRANGE SCENE IN ST. PAUL'S.

PREACHER STOPPED BY SHOUTING MAN.

LONDON, Jan. 6th.

A middle-aged man, his features partially hidden by a large pair of dark spectacles, yesterday made an attempt to interrupt the morning service at St. Paul's Cathedral just as the Rev. T. Wellard, the preacher, was about to begin his sermon. He was forcibly ejected.

Mr. Wellard is rector of St. Olave's, Hart-street, one of the old City churches.

The man had secured a seat by one of the massive pillars a few feet from the pulpit, and, as he did not stand up, it was some moments before the vergers could discover who was shouting interruptions.

"In the name of the Father, and the Son, and of the people of England," he began, and caused Mr. Wellard to pause for a moment.

"I protest against the ministers of this Church continuing to act as Christian ministers on the grounds that they are the greatest accessories in the most heinous wrongs."

Ordered To Stop.

It was then that a vergers reached his side and ordered him to stop or leave the cathedral. Two other vergers also approached him, but he continued to shout.

Wrongs in defiance of the laws of both God and man on the people and the poor by our own political and local ministers, judges, magistrates, law officers, and chiefs of police."

No more of his speech was heard, since the three vergers had by then seized hold of his arms and were escorting him to the door, whence he walked rapidly away.

He said to people on the steps that he would return to repeat his protest and that he had a grievance against the police, who, he alleged, were "arresting poor men on false charges and were accepting bribes."

"HOLLYWOOD" OPPOSED.

Residents of Boreham Wood and Elstree, Hertfordshire, are "up in arms" against the proposal of the cinema industry to change the name of the parish to Hollywood, if necessary representations will be made to the local authorities calling upon them to resist the proposal strenuously.

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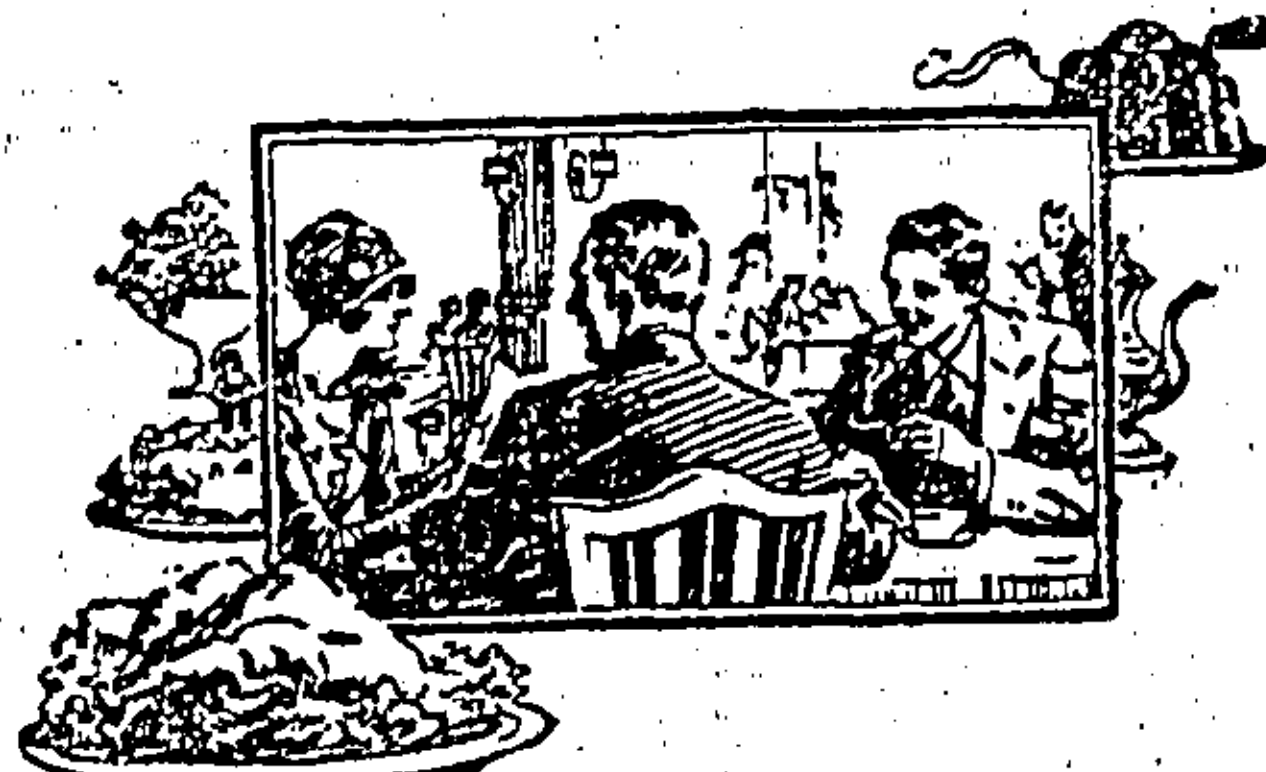
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UNION WATERBOAT
CO., LTD.PROFIT ON YEAR'S WORK-
ING \$54,600.EXTRA MONEY FOR SHARE-
HOLDERS.

The Union Waterboat Company, Limited, reported another year of satisfactory work at the twenty-third Ordinary Annual Meeting held yesterday at the offices of Messrs. Dordell & Co., Ltd.

Those present were: Messrs. T. G. Weall (Chairman), C. G. S. Mackie (member of Consulting Committee), D. E. Sousa (Secretary), W. E. Van Eps, W. S. Bailey, O. F. Ribeiro, L. G. Greenhill, F. Syme Thompson, L. G. S. Dodwell, A. D. Humphreys, C. Moss and J. M. Alves (shareholders).

After the report and accounts had been read the Chairman, Mr. T. G. Weall, said:—

Profit on working for the year at \$34,640.08 is approximately the same as the previous year but after allowing for depreciation of the fleet to the extent of \$7,000 there remains a balance at profit and loss account of \$27,640.08, which with the balance from previous account leaves the sum of \$28,500.34 for appropriation. It is proposed to add to insurance fund—\$8,000.00

Place to special repairs

account—10,000.00

Pay a dividend of \$1.25

on 27,723 shares ab-

sorbing—34,653.73

Pay a bonus of 25 cents

per share absorbing—6,939.75

Carry forward to new

account—6,918.74

\$63,603.24

The dividend of \$1.25 is the same as before but on this occasion seeing the comparatively large amount of liquid assets that have been accumulated in preparation for our rebuilding programme, your Committee consider it is only fair that shareholders should benefit by the interest earned and we are therefore able to recommend payment of a small bonus, which we trust will meet with your approval.

We have recommended adding a further \$8,000 to insurance fund, bringing this up to \$70,000.

You will see that the value of your fleet has been reduced by \$18,050 being the proceeds of the sale of one old boat which figure is well in excess of book value. On this occasion seeing that the older boats of the fleet stand at figures approximating their values for breaking up purposes, it has not been necessary to allow so heavily for depreciation, but to offset this maintenance costs are far higher and for this purpose it is proposed to allocate \$10,000 to meet cost of special overhauls during the coming year.

To replace the old boat that has been sold, a new boat is already on the stocks and should be in commission about middle of the year. In this instance, we have decided to install a Semi-Diesel Internal Combustion engine consuming heavy oil fuel manufactured by the well-known makers, Messrs. Norris Henty & Gardner. While this new departure may be looked upon in the light of an experiment, a large number of these engines are already giving entire satisfaction in sole charge of Chinese engineers especially under very trying conditions on the Yangtze River and we feel confident the new boat will prove a great asset. Running costs will be lower than coal and the boat should prove especially useful in case of urgent calls for water at short notice and invaluable in the event of further labour troubles in the Colony. I hope many of you will avail of an opportunity to inspect the new addition to our fleet when she is put in commission.

Your fleet has been maintained in a high state of efficiency and as opportunities occur it is our intention to dispose of the remaining old boats.

Investments, at market value at December 31st, 1927, of \$152,743, show an appreciation since date of purchase of \$42,816.

During the year we have supplied to shipping in the harbour 574,000 tons water which compares favourably with 490,000 tons in 1926 and is not far below the Company's record of 614,000 tons in 1924. We hope this is a clear indication that trade is returning to the Colony after our misfortunes of 1925 and that we can look forward to the future with confidence.

In spite of increased sales of water our profit on working was approximately the same as the previous year which should satisfy our shipping friends that we have not passed on to them the full increase in the cost of water imposed by the Government early in the year.

No other points appear to need comment from me and I therefore propose that the report and accounts as presented be adopted. After this has been seconded I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

(Continued at foot of next column.)

THE "STAR" FERRY CO.,
LIMITED.DIRECTORS' ANNUAL
REPORT.

DIVIDEND \$2, BONUS \$1.50.

The directors' report of the "Star" Ferry Company which will be presented to the shareholders at the thirtieth ordinary annual meeting to be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., at 12.30 p.m. on Thursday, February 18th, reflects a very satisfactory year's working.

The net earnings of the boats, after paying all working expenses, amount to \$373,535.87.

The amount at credit of profit and loss account, after transferring \$50,000 to reserve fund, \$20,000 to accident fund, \$1,484.68 to special repairs fund, paying for repairs, allowing for Directors' and Auditor's fees, and depreciation, including \$31,225.71 brought forward, is \$322,437.15, which, with the approval of shareholders, it is proposed to appropriate as follows:

To pay a dividend of \$2

per share—\$100,000.00

To pay a bonus of \$1.50

per share—120,000.00

To carry forward—42,437.15

Total—\$322,437.15

During the year the Hon. Mr. A. O. Lang and Mr. A. S. D. Cowland resigned from the Board and Mr. M. T. Johnson, Mr. T. G. Weall and Mr. A. H. Compton joined the Board. The Hon. Mr. D. G. M. Bernard retired but offers himself for re-election. The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

The balance sheet states that ordinary repairs and alterations amounted to \$24,595 and 43,000 was allowed for depreciation of boats and piers. The total receipts came to \$432,194, \$21,000 being profit on the sale of old boats. The boats at present owned by the Company are valued at \$514,000.

HONG KONG POLICE
RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

RESIGNATION OF ADJUTANT.

Commander G. B. Hartford, D.S.P. (R.) resigns from the Police Reserve on his approaching departure from the Colony, the resignation to date February 10th, 1928. Mr. L. H. C. Calthrop, Assistant Superintendent of Police, will take over the duties of Adjutant temporarily.

CHINESE COMPANY.

Parade.

All members of the Chinese Company will parade at Central Police Station on Wednesday, February 8th, for Company Drill under Sergt. R. J. Hunt. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, cap without cover, no belt nor truncheon.

Training Part II.

All Police Reservists who are eligible for Part II. Training Course must attend the classes at the Police Training School held under Inspector H. J. Paterson every Tuesday and Thursday, commencing at 5.30 p.m. sharp.

Revolver Practice.

Twenty members of the Chinese Company (to be detailed by O.C.) will attend at Kennedy Road Revolver Range on Saturday, February 11th, at 2.30 p.m., for revolver shooting under Inspector H. J. Paterson. Dress: Muffi.

FLYING SQUAD.

Those men detailed by O.C. are to attend the Central Police Station every Thursday at 5.15 p.m. sharp for instruction in Part I.

Patrol.

The weekly instructional patrol of the Hong Kong Section on Thursday, February 9th, will start from Central Police Station at usual at 5.15 p.m. sharp.

SHARPSHOOTERS' COMPANY.

Rifle Practice.

Rifle practice will take place on the Peak Range on Sunday, the 19th inst., at 10 a.m. Members will assemble at the Upper Tram Station at 9.45 a.m. Uniform optional.

Uniform.

This is now ready and may be obtained at the O.C.'s office, New Fire Station Building, 4th floor.

(Sgd.) G. B. HARTFORD, D.S.P.

(R.), Adjutant.

Hong Kong, February 7th, 1928.

The adoption of the accounts was then seconded by Mr. W. S. Bailey and duly passed. The former members of Consulting Committee, Messrs. C. G. S. Mackie, C. de Bruyn, S. Kinoshita, and A. L. Shields, were re-elected, as were Messrs. Linstead and Davies, the auditors.

REFORMING THE
KUOMINTANG.GEN. CHIANG KAI-SHEK'S
PROPOSAL.TO EMBARK ON RECON-
STRUCTION.THE INSISTENCE ON
EDUCATION.

PEKING, Feb. 8nd.

General Chiang Kai Shek submitted to-day four significant proposals, advocating radical changes as regards the Party's policy, its organization, the programme of publicity, and the means and ends of popular movements for advancement of the country in various fields. The following is a résumé of General Chiang's important proposals:

Policy.

During the period of the Communist Party's control of the Kuomintang, the Party's policy was one of destruction. The people were used as tools in the class-struggle and were misled by various fallacious theories. In order to place the Party on a firm foundation, the policy of destruction should be changed to one of construction and class-struggle be replaced by mutual help and co-operation.

Dissolution of all provincial Party organs as well as others not creditable to the Party; Appointment of provincial recorders to register all Party members in various provinces until such time when the Provincial Party Headquarters shall have been formally established;

Organization.

Dissolution of all farmers', workers', women's, youths', and merchants' departments of the Central Headquarters and branch offices and the establishment of the Organization, Publicity, and Party Training departments; in case of need a special committee may be appointed to assist in various such matters;

Special attention be paid to the qualification and characters of all Party members upon their registration. Registered members shall be divided into two classes: members and expectant members, the latter having no right of voting; Members of the Supervisory Committee shall be given all facilities to exercise their authority. They shall be authorized to direct all central, local, and provisional law courts;

Upon the appointment of recorders for various provinces and districts, all Party organs shall cease to exercise authority in the name of the Party.

Publicity.

The programme of publicity shall be based upon the late leader's published "Plans on National Reconstruction";

To institute strict supervision of the Party's papers and other publications and to provide fixed appropriations therefor;

All violations of the Party's rules either by Party organs or by the Government shall be made punishable according to law, no anti-Party or anti-Government propaganda being permitted;

All publicity with regard to matters relating to foreign affairs shall be guided by the Government's policy;

All slogans in use during the period of the Communist Party's control of the Kuomintang be abolished.

Popular Movements.

To formulate and proclaim rules regulating farmers' unions and labour unions, and other economic and educational institutions;

To prohibit employment of those methods used to stir up mass movements during the Communist Party's control of the Kuomintang. All mass meetings henceforth shall be subject to the direction of responsible Party and Government organs;

The organization and training of and publicity by all agricultural, industrial, commercial, and educational bodies shall be under the direction of Party organs. Such directors must be qualified and experienced men from the Training Department of the Central Party Headquarters;

No meeting of a political nature by farmers and labourers shall be allowed within districts in which a recognized Party office has not yet been established, by the Central Headquarters;

No actions of a political nature by unrecognized labour or agricultural unions shall be permitted; their respective interests within their particular locality;

All labour and agricultural organizations of a questionable character shall be abolished and reorganized according to the proper procedure;

All publicity by labour and agricultural unions shall be of an economic or educational nature;

To deal strictly with any armed force of labour and agricultural unions; all secret alliances for up-

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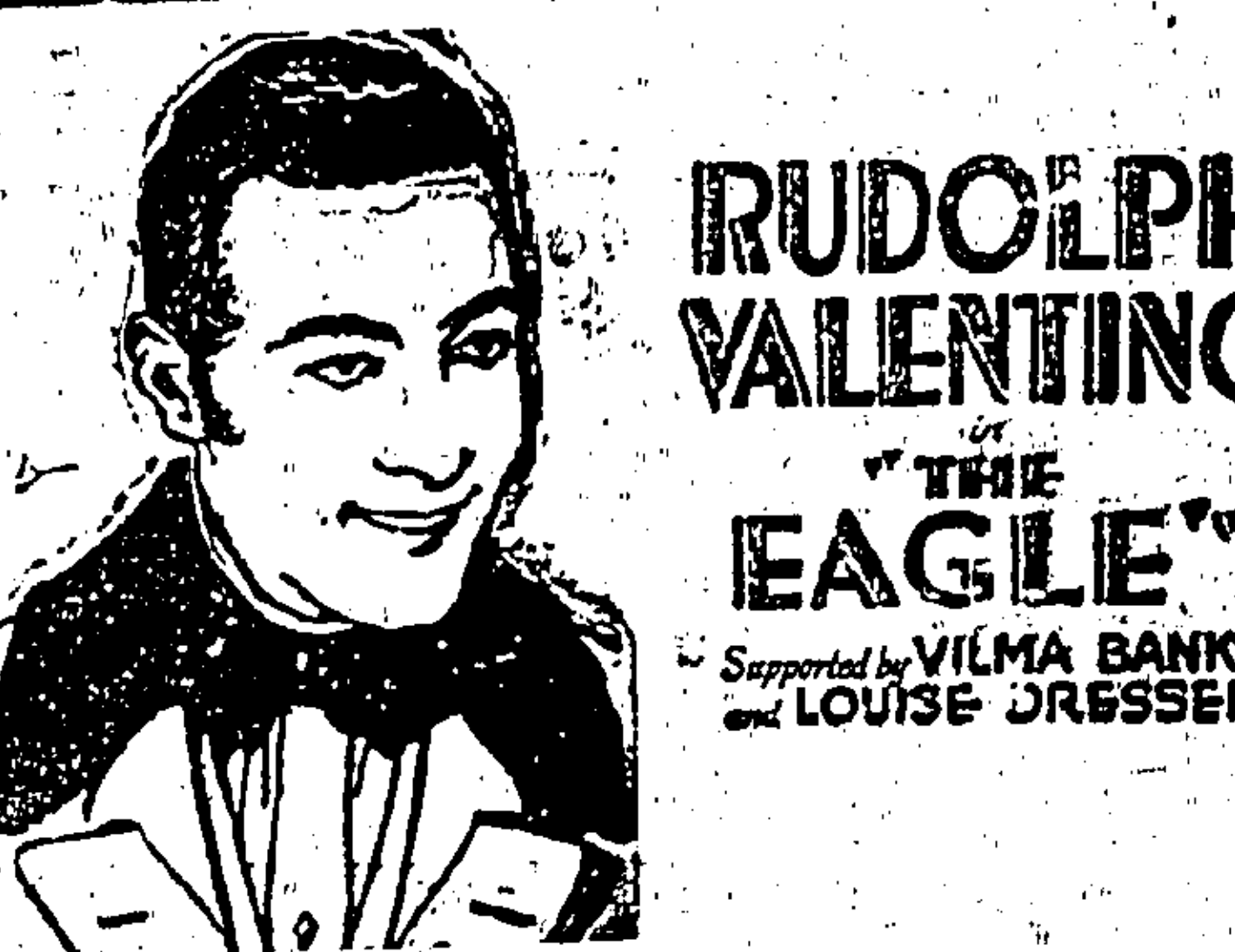
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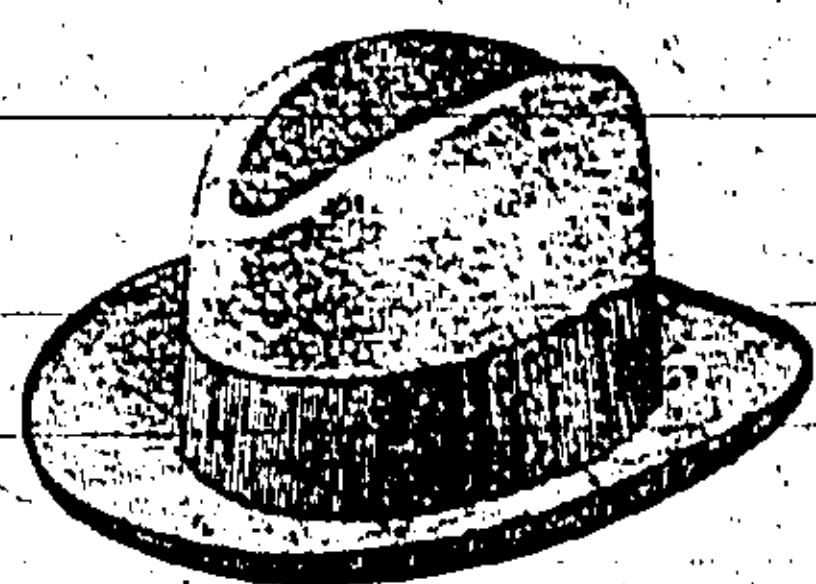
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raising shall be severely punished; To make immediate preparations for co-operation between industry and labour, to open a farmers' bank and to provide for rural education;

To emphasize scientific studies and direct the attention of students to re-construction schemes;

To withdraw financial support from various agricultural, industrial, commercial, and educational bodies in order to create in them a spirit of initiative;

To establish modern schools on a large scale in order that talents for various enterprises may be rapidly developed.—*Kuo Min.*



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WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.

ARCHITECT'S CLAIM FOR FEES.

DIRECT CONFLICT OF EVIDENCE.

JUDGE RESERVES HIS DECISION.

"A VERY DISAGREEABLE CASE."

The Chief Justice (Sir Henry Goffin) reserved judgment yesterday in the case in which Mr. E. D. Shank, managing director of the Hong Kong Excavation, Pile Driving and Construction Company, claims \$2,751 for architectural services from Louie Lung, 9, Connaught Road.

The claim is in respect of the plans, etc., drawn up in 1924 for 30 houses at Kowloon. Plaintiff contends that the houses were projected during the boom but when the slump came defendant wished to abandon the enterprise and to evade payment for services already rendered.

Mr. C. G. Alabaster, K.C. (instructed by Messrs. Wilkinson and Grist) is for the plaintiff and Mr. F. C. Jenkin (instructed by Messrs. Hastings, Denny and Bowley) for the defendant.

Interpreter's Evidence.
A Mr. Edwards, mentioned on Monday as having acted as interpreter at an alleged interview when defendant is said to have admitted that he did not want to go on with the building, was called for the plaintiff.

Witness gave his name as Sidney Woodruff, and said he was formerly known as Edwards. He was in the employ of Mr. Shank in 1924 and 1925. Recalling an interview when Mr. Carl Shank, the defendant, and he believed, Mr. Foster Turner were present, he said that it took place early in 1925. Defendant was told that the plans had been prepared and he said he wanted some alterations made. Mr. Shank told him that anything he wanted done could be done. As to fees, there was some talk about a reduction and witness thought it was agreed that some reduction should be made.

Witness said, in answer to Mr. Jenkin, that after leaving the employ of Mr. Shank he worked with Mr. J. E. Hancock for a time and later studied for the law. He did not have a tutor, but studied American books. Pressed by Mr. Jenkin witness said he could not remember the title of any one of them.

His Lordship: Do you mean to say that you can't remember a single one?

Later he did work for the estate of Mr. Chan Kwong Hing who died on November 13th, 1925. He helped Mr. Hing's elder daughter in her attempts to get letters of administration.

Mr. Jenkin: You found your legal studies helped?—Yes, to some extent.

He had received no money from the Hing family but continued to live on his own resources. He lived with his mother who assisted him.

Mr. Shank: I put it to you that the interview with regard to the plans and fees did not take place?—It did take place.

I suggest that your evidence is the result of a suggestion made to you this morning?—No.

And that you acceded to that suggestion?—I did not accede to any suggestion.

Mr. Alabaster briefly re-examined witness and then intimated that he had no further evidence to call.

The Defence Opened.
Mr. Jenkin submitted that he had no case to answer. Mr. E. D. Shank had admitted that unless the sketch plans were approved he would have had no warrant or authority to do the work he was claiming. He was unable to produce a written authority or sketch plan because the latter was lost. He had not called Lum, the interpreter who was supposed to have interpreted regarding the plans, and he had failed to bring proof of the sketch plans.

His Lordship held that there was a case to answer and Mr. Jenkin continued.

The sketch plans, defendant claimed, were not submitted to him by Lum. The latter was a friend of the defendant and had introduced him to Mr. Shank.

The defendant said when he first saw the plans that he wanted a single staircase for every two houses and asked that the plans be submitted to him later with that alteration. They were never submitted to him and he saw no others.

The next reference to plans was when the working plans were taken round two months later by Lum. The defendant refused to have anything to do with them because he had not seen the revised sketch plan.

Continuing, counsel said that the defendant had been consistent in rejecting the working charge and when the accounts were sent in had paid the conversion charge but had refused to have anything to do with the charge for the plans.

Defendant denied absolutely the interview of March, 1925, in which it was alleged there was some talk of a reduction of fee.

His Lordship pointed out that Mr. Foster Turner and Mr. C. B. Shank spoke definitely of the interview. They gave details of it and there could be no mistake about it one way or the other.

Mr. Jenkin: None whatever, my Lord.

Defendant denied that the plans had been waiting for

his inspection for a matter of six weeks, and neither had Lum mentioned the matter to him.

Defendant was further questioned about his alleged presence in the office of plaintiff. Although four witnesses had stated he had been there, he denied ever having attended at the times mentioned. He had not been there, and whether the evidence of the witnesses were true or not, he could not say.

His Lordship intimated to defendant that he must not play with the Court, and on being asked the question a second time, defendant replied that the evidence of the four witnesses referred to was not true.

In further answer to Mr. Alabaster, defendant stated he was the treasurer of the Kowloon Motor Bus Company, and that Lum Wing Fan was also employed there, and had been for several years. At the same time he was employed by Mr. Shank. Defendant said that Lum had further been his (defendant's) secretary, a position he had held for several years.

He employed Lum as his agent in all his contracts and business matters, but the latter had no power to sign agreements, etc. He referred to the building boom finishing, and the slump and general strike of 1925 precluding building being carried on to any extent.

The Sketch Rejected?
Lum Wing Fan, called for the defence, said he was formerly employed by the Hong Kong Construction Company, but he left their service in October, 1925. He knew defendant, and he recollected the sketches that Mr. Shank prepared in respect of Kowloon Lot No. 1549. A sketch plan was prepared for the work in September, 1924, and it was handed to him by a draughtsman. Witness took it to Mr. Louie Lung, and the latter asked him to return it and to submit further sketches for his approval.

Witness did not get a fresh sketch plan, but later he took a complete set of "sun-print" drawings. That was sometime in January, 1925.

Defendant's Evidence.
The defendant, examined by Mr. Jenkin, agreed that a claim for \$2,751 for the conversion of the land into a building lot was received by him. He paid this amount to Lum Wing Fan and received a receipt from Mr. E. Shank.

It was not true, defendant said, that he received a claim for \$2,751.60 from Mr. E. D. Shank at the same time as the other. (This being two per cent. on the cost price of 30 houses for work done.)

Apart from a letter from Messrs. Wilkinson and Grist in October, 1925, asking for payment of \$2,751.60 he had not received any other demand from plaintiff, either by letter or message. When he was made aware of this demand by Lum Wing Fan, who interpreted the contents of the solicitors' letter to him, defendant immediately consulted his solicitors, Messrs. Hastings, Denny and Bowley, giving them instructions to reply to Messrs. Wilkinson and Grist.

It was his intention to build 18 to 20 houses on each side of the lot in question, but he told Lum that he would give instructions as to the details when the plans were shown to him.

In further reply to Mr. Jenkin, defendant said that he never attended at the office of plaintiff nor had he had an interview there. Contrary evidence had been given by Messrs. C. B. Shank, Foster Turner and Edwards. Defendant denied that he had ever been in either Mr. Shank's office or the other offices of the Excavation Company since the date of his Chinese letter.

Mr. Jenkin continued to examine defendant as to the alleged interview of April, 1925, at which, it was stated, Lum was present. Defendant said that he never had such an interview, and he never made arrangements with regard to a change in the scheme, i.e., of having separate houses, instead of semi-detached residences.

Defendant denied that he had ever seen Mr. Edwards before.

Cross-Examination.
Mr. Alabaster proceeded to cross-examine defendant, who said that he went to the office of Mr. Shank before he wrote his Chinese letter. On that occasion he asked Mr. Shank to turn the agricultural land into building land.

Referring to the completion of the conversion, defendant said he signed the necessary agreements with the Government in March or April, 1924, but he had never been to plaintiff's office in connection with the building, which, it was agreed, should take place within two years from the completion of conversion.

He admitted that he wrote agreeing to pay plaintiff three per cent. of the building cost, and engaging him as an architect. The whole building was supposed to be completed in two years. (It was stated in a later stage of the case that plaintiff subsequently agreed to reduce the payment to two per cent.)

Defendant continued that he had never approved of any of the plans, and in reply to Mr. Alabaster said that he told Lum to tell plaintiff that time was getting on.

In reply to His Lordship, defendant said that the agricultural land cost him approximately \$23,000 for four lots, and the land contained an area of 60,000 square feet. He paid \$12,150 to the Government as conversion money, this bringing the total cost up to \$35,150.

It was stated that the whole of that amount, with the exception of the conversion money (\$12,150) would be liable to be forfeited, as the building had not taken place within the stipulated time.

Defendant added that it was his intention to erect 36 to 40 houses, to be let out to tenants, except some which would be occupied by his family. He was required to spend \$129,000 on the land within the two years stipulated.

Questioned by Mr. Alabaster as to plans, defendant contended that when he was brought some coloured plans by Lum he told him that he had not ordered these to be prepared, but had only asked for sketches to select from.

There followed questions regarding certain correspondence, defendant denying that he received a number of letters mentioning the plans. He said that when he enquired about the plans he had asked plaintiff to prepare a plan. Lum told him they were not quite ready. He had not received or seen a letter stating that the plans had been waiting for

his inspection for a matter of six weeks, and neither had Lum mentioned the matter to him.

Defendant was further questioned about his alleged presence in the office of plaintiff. Although four witnesses had stated he had been there, he denied ever having attended at the times mentioned. He had not been there, and whether the evidence of the witnesses were true or not, he could not say.

His Lordship intimated to defendant that he must not play with the Court, and on being asked the question a second time, defendant replied that the evidence of the four witnesses referred to was not true.

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He employed Lum as his agent in all his contracts and business matters, but the latter had no power to sign agreements, etc. He referred to the building boom finishing, and the slump and general strike of 1925 precluding building being carried on to any extent.

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Witness did not get a fresh sketch plan, but later he took a complete set of "sun-print" drawings. That was sometime in January, 1925.

Defendant immediately said that they were not what he had ordered. Witness returned them to the office and told Mr. Foster Turner. Mr. Turner said that defendant had affirmed the sketch, and that the drawings were done on the approved sketch. The draughtsman left the concern in November, 1924.

In reply to Mr. Alabaster, witness said he was paid by the Motor Bus Company, and was not a private secretary of defendant. He introduced the defendant to plaintiff, and he acted between Mr. E. D. Shank and the defendant with regard to fees, the defendant agreeing to pay three per cent. on the work mentioned in the Chinese letter.

Witness stated that on one occasion when he visited the site he found that there was only one peg on it, although it had been stated to him that the whole site was completely picketed. He asked plaintiff to approach the P.W.D. on the matter, with a view to getting it completed.

Referring to the plans, witness said that in October, 1924, only plans of elevation and flooring were being prepared.

Mr. Alabaster: Did you tell defendant about that?—Witness: No. Why not?—Because I was under the impression that the draughtsman had only been preparing detailed sketch plans.

Did you tell defendant anything about it all at that time?—I told him a more detailed sketch was being prepared.

Did you tell him to come to the office?—No.

Witness was questioned by Mr. Alabaster as to whether he typed two particular letters to defendant for plaintiff. He said he did not, and added that he could suggest no reason why he did not, as he had typed all the other correspondence, or why plaintiff did not let him know anything about these letters.

Denials.
In answer to another question, witness said that when defendant was presented with a demand for payment he said that he would pay \$600, but refused to pay the \$9,000 claim, stating that he had not ordered so much.

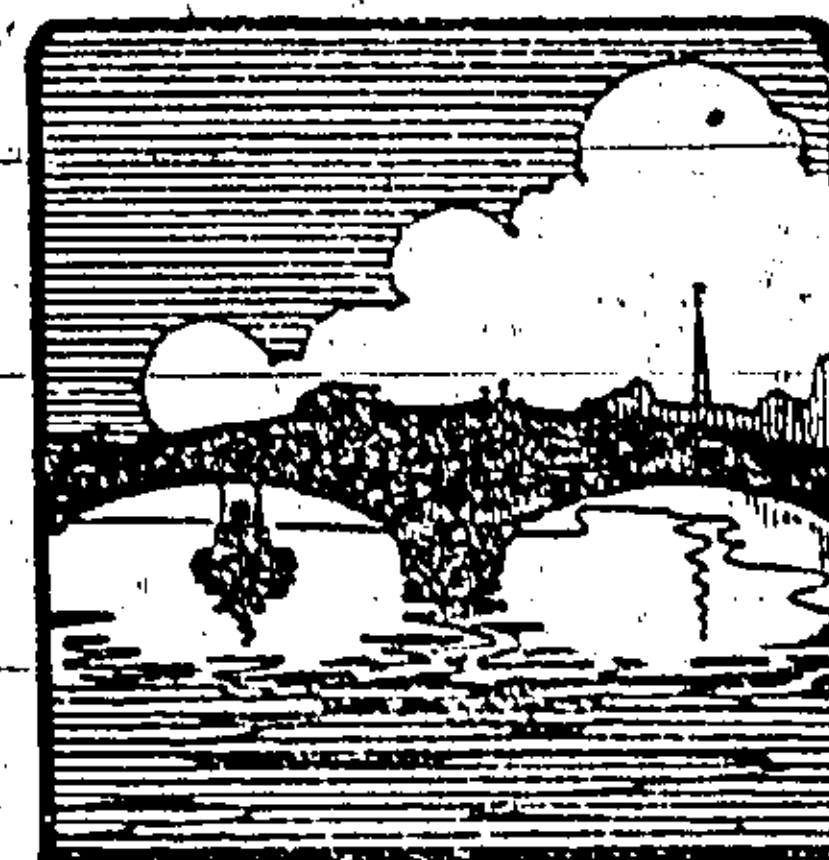
Mr. Alabaster suggested that defendant came to see plaintiff about March, 1925, and that at this meeting witness acted as interpreter. Witness denied that he acted as interpreter. He did not remember any meeting, because during the year 1925 defendant never came to plaintiff's office.

Mr. Alabaster: I put it to you that you knew such a meeting did take place, and that you did act as interpreter, and that when you say you did not you are saying something which you know is deliberately untrue?

Witness: No. There was no meeting.

This concluded the case for the defence.

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CLOSING ADDRESSES.

Mr. Jenkin, addressing the Court said that he had no doubt but that His Lordship would be invited to and for plaintiff in this case on the matter of the interview which was supposed to have taken place in March, 1925. He thought His Lordship must decide the case mainly on this alleged interview.

(Defendant was alleged to have agreed to the plans at this interview.)

His Lordship agreed that the alleged interview effected both the case for plaintiff and for the defence, and remarked, that it appeared to him to be the crux of the whole case.

Mr. Jenkin emphasised that plaintiff and his witnesses had come into court relying entirely on their recollections of what took place 2½ years, or nearly 3 years ago.

Counsel commented on the delay in bringing the case to Court, and added that there had been "extreme dilatoriness, to use a mild phrase only." Plaintiff had not called very important witnesses in the case.

A Grave Allegation.
He suggested that Mr. Edwards was very confused in his evidence, and that he was confused as a result of a conversation with Messrs. Hastings, Denny and Bowley, continued Mr. Jenkin. Mr. Edwards had no real recollection of what was purported to have taken place at the interview. He had taken into the error of saying he was interpreter at one interview between plaintiff and defendant, and not at the other; and that at the interview on which the case mainly depended that Lum was the interpreter.

Mr. Alabaster interposed that Mr. Edwards had been present at both interviews, one as interpreter while at the other he only brought in some plans. He had spoken of the two interviews, and that was a certain amount of evidence.

His Lordship agreed that there was a certain amount of evidence, but added that the suggestion made by Mr. Jenkin was a grave allegation, namely, that Mr. Edwards had said in evidence he had been prompted to say, and that he had fallen into the error of talking about something at one interview when he was not acting as interpreter.

Mr. Jenkin further suggested that after a lapse of two years Mr. Edwards had little or no recollection of the interview and what took place, until that morning when he was prompted. Unfortunately his attention had been called to the wrong interview. Mr. Jenkin asked His Lordship whether this vital witness's evidence was not very unsatisfactory? He thought it was obvious that the man had no recollection of the matter until that morning.

His Lordship again commented on the gravity of this suggestion, that Mr. Edwards had had his evidence "put into his head."

Mr. Jenkin suggested that it was rather strange that Lum had not been called by plaintiff to give evidence.

His Lordship remarked that the onus was on plaintiff to call him, but considering the relationship which existed between Lum and the defendant, he thought plaintiff had exercised discretion in not calling Lum.

Referring to the delay in bringing the case to Court, Mr. Jenkin said that proceedings were begun in 1926, and it was the fault of defendant that the action was not taken into Court before. As a matter of fact, defendant had applied for a summons for the dismissal of the action.

Mr. Jenkin submitted that the lost file referred to was now in Court, with the exception of the sketch plans mentioned. In fact, he added, the whole file had not been lost. They might also enquire where the sketch plans went, for the production of these might have thrown some light on the case for the plaintiff.

His Lordship remarked that there was a certain amount of delay due to the defendant.

Mr. Jenkin replied that defendant could not do anything to bring matters to a head until the plans were finally completed, and the necessary alterations made to them.

(Continued on next column.)

MISTRESS AND AMAH.

CLAIM FOR WAGES.

DEDUCTION FOR BREAKAGES NOT UPHOLD.

At the Summary Court yesterday, before Mr. Justice J. R. Wood, the European mistress of an amah was sued by the latter in respect of wages.

The amah claimed the sum of \$39, the balance of wages due, and costs, from Mrs. L. B. Castellian, of 2, Queen's Road Central. The claim was for work done by the amah from November 1st, 1927, to January 18th, 1928 at the rate of \$1 a day for sewing.

His Lordship questioned the plaintiff to see if the claim could be settled, but without result and plaintiff proceeded to give evidence. She stated that she was employed by Mrs. Castellian as a wash and sew amah at \$1 a day.

Plaintiff denied, in answer to Mrs. Castellian, that she agreed to pay for breakages.

The defendant said she did not deny that the amah worked for 39 days.

She objected to paying the amount claimed, because five knives had disappeared and the amah had broken a vase in front of a door through which the amah was forbidden to go.

His Lordship said he must give judgment against Mrs. Castellian for the amount claimed and costs.

Defendant objected to paying the extra fees, whereupon His Lordship said she had better save trouble and pay the amount awarded to the amah into Court.

Mrs. Castellian: Will you please tell her not to come into my house again?

His Lordship: Yes, if you will pay the amount into Court.

Mrs. Castellian: I shall be glad to get rid of her. She has been a tyrant.

His Lordship accepted this, but pointed out that nothing was done by defendant from October, 1924, to October, 1925, to bring matters to a head.

Mr. Jenkin replied that the slump covered the whole of that period, and the general strike intervened in 1925, and even if defendant had wanted to build during the latter part of 1925 he would have been unable to do so.

MR. ALABASTER REPLIES.
Replying to Mr. Jenkin, Mr. Alabaster said it was quite easy to understand that defendant by denying receiving any demands for payment, or a solicitors' letter asking for the money, thought he would avoid paying the bill.

"Is it conceivable," asked Mr. Alabaster, "that these letters would have been written and not despatched, especially when there was a man in the office who saw defendant daily. Was it going to be said that all plaintiff's witnesses had committed deliberate perjury, to say the least of it?"

There had been no question of valuation of the work, Counsel went on, or a suggestion that the charge made for the work was unreasonable. All witnesses spoke to the best of their recollection of what had transpired, but they were all definite that two interviews did in fact take place in the year in question.

His Lordship asked for the reason of the delay in bringing the case into Court, and Mr. Alabaster said that witnesses had been absent. Some of them had been away from the Colony for months at a time, and it had been very difficult to get them all together at the same time.

The delay was no evidence of a fraudulent claim having been made. He admitted that the claim had been proceeded with in a very leisurely way, but that was all.

His Lordship: In the circumstances I think I had better very carefully read over the evidence again, but it is a very disagreeable case.

His Lordship accordingly reserved judgment.

Mr. Jenkin mentioned that he regretted the disagreeable element of the case as much as anyone did.

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EMPRESS OF ASIA	Mar. 29	Mar. 31	Apr. 3	Apr. 6	Apr. 15
EMPRESS OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPRESS OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPRESS OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPRESS OF CANADA	June 29	June 31	July 4	July 7	July 16
EMPRESS OF RUSSIA	July 11	July 14	July 17	July 20	July 29

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KAMO MARU	Saturday, 11th Feb.
KATORI MARU	Saturday, 25th Feb.
SYDNEY & MELBOURNE via Manila & Ports.	
MISHIMA MARU	Wednesday, 22nd Feb.
TANGO MARU	Wednesday, 21st Mar.
BOMBAY via Singapore, Penang & Colombo.	
TAMBA MARU	Saturday, 11th Feb.
TASMANIA MARU	Friday, 17th Feb.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
ANYO MARU	Thursday, 15th Mar.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Wednesday, 29th Feb.
NEW YORK and/or BOSTON via PANAMA.	
TATSUNO MARU	Thursday, 9th Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	
DELAGOA MARU (Call Saigon)	Thursday, 9th Feb.
CAIRO via Singapore, Penang & Rangoon.	
TOTTORI MARU	Sunday, 12th Feb.
MORIOKA MARU	Monday, 20th Feb.
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AKI MARU	Friday, 17th Feb.
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M.S. "Australien"	14th February	20th March
M.S. "Asia"	27th February	5th April
M.S. "Afrika"	28th March	30th April
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14

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS AND THROUGH CARGO HIGH.

TWENTY-FOUR VESSELS ARRIVE.

With the arrival of twenty four vessels in the Colony during the 24 hours ended at 9 a.m. yesterday morning the freights for this port showed the big substantial increase of 21,404 tons over the previous day. Of the vessels arriving, ten were British. Cargo for ports beyond the Colony was also high.

There were 29,222 tons of general merchandise imported, of which 15,350 tons were contributed by British vessels. The two best returning vessels from the British steamers *Lompoc* from St. Pedro and Yokohama and the *s.s. Hulward* from Saigon. The former discharged 9,429 tons and the latter 2,500 tons.

Through freights amounted to 21,404 tons of which 13,328 tons were contributed by seven British steamers. The best returns were shown by two Japanese vessels the *s.s. Asakura Maru* from Middlesbrough and Singapore, with 7,295 tons and the *s.s. Yagato Maru* arriving from Birkenhead and Singapore, with 6,490 tons.

Arrivals and Departures.

The arrivals and departures during the period under review were the following:—

	Arr.	Dep.
British	10	9
Japanese	3	2
Chinese	3	1
French	1	1
German	1	0
Dutch	2	0
Norwegian	1	2
American	1	1
Total	24	16

SUNRISE AND SUNSET IN HONG KONG.

FOR FEBRUARY, 1928.

STANDARD TIME OF THE 120th MERIDIAN: EAST OF GREENWICH.

Date	Sunrise	Sunset
February 8th	6.00 a.m.	6.15 p.m.
" 9th	5.59	6.16
" 10th	5.58	6.17
" 11th	5.57	6.18
" 12th	5.56	6.18
" 13th	5.55	6.19
" 14th	5.54	6.19
" 15th	5.53	6.20
" 16th	5.52	6.20
" 17th	5.51	6.21
" 18th	5.50	6.21
" 19th	5.49	6.22
" 20th	5.48	6.22
" 21st	5.47	6.23
" 22nd	5.46	6.23
" 23rd	5.45	6.24
" 24th	5.44	6.24
" 25th	5.43	6.25
" 26th	5.42	6.25
" 27th	5.41	6.26
" 28th	5.40	6.26
" 29th	5.39	6.27

DAILY WATERFRONT NEWS.

MARINE COURT.

DANGEROUS GOODS.

[BY LONGSHOREMAN.]

Two Chinese masters and a woman mistress were charged at the Marine Court yesterday morning with carrying dangerous goods and anchoring their junk at other than the Shaukiwan Bay. The two Chinese masters carried 350 and 370 tons of kerosene, while the woman mistress had 100 tons of kerosene on board. All three defendants pleaded guilty and were fined \$100.00 or two months imprisonment.

Leaving Harbour Without Permit.

Po Tai, a master of a junk, was charged yesterday morning with attempting to leave the port without a clearance permit from the Harbour Master. The defendant pleaded guilty and was fined \$25.00 with an alternative of 3 weeks imprisonment.

A Good Trip.

Despite the presence of fog in the river on Monday night, the *s.s. Hinghuen* (Capt. Madden) made what might be considered a very quick trip down. She left Canton at the scheduled time, 4 p.m., and arrived here at 10 p.m. At times the fog was quite thick, and it was thought that it would be necessary to anchor, but, as stated, the steamer succeeded in reaching here on schedule, an at an earlier hour than might have been the case under the circumstances.

Died At Sea.

A Chinese deck passenger on the *s.s. Seitan* while on voyage from Singapore to here succumbed to beriberi.

A Chinese deck passenger on the *s.s. Tandu* arriving from Australia and Manila died of heart failure. The master of the *s.s. Angato Maru* arriving here from Birkenhead and Singapore reports one casualty between Birkenhead and Port Said. No details were given.

Asiatic Deck Passengers.

Asiatic deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1,927.

Whangpoo River Dredging.

In a notice issued by the Shanghai Maritime Customs it is stated that the Whangpoo River Dredging Board's dredger *Hai Yu* will commence dredging operations over an area of the main channel of the Whangpoo River, extending from a point about 500 feet above No. 5 Astrakhan Channel Buoy to a point about 600 feet below Tungkuo Buoy.

During the course of these operations those in charge of vessels navigating the Whangpoo River are required to approach the vicinity of the dredger at reduced speed, also to sound a long blast on the whistle, in order that the dredging master may arrest the lateral motion of dredger if he considers it advisable. In this connection attention is called to Harbour Notification No. 6 of 1924, describing the signals exhibited by a dredger in operation.

The dredger will commence working in the middle of February 1928, and it is expected that the time required for the accomplishment of the work will be five months.

Italian Shipyard Output.

The output of the Italian shipyards during 1927 is estimated at about 300,000 tons, against an output capacity of 600,000 tons. The ships now under construction total about 100,000 tons. The Lloyd Triestino intends to build ten motor-ships of 10,000 tons each, and the Navigazione Libera Triestina two ships of the *Maier* type. The liner *Conte Grande* will be finished in January.

SUNKEN SUBMARINE.

Rescue Of A Diver.

Boston, Jan. 1st.
Diver Tom Eadie recently saved a fellow diver from death during the attempt to salvage the submarine *S-4* Eadie and Charlie Mattax were working on opposite sides of the hull, when the mud saved in and buried Mattax, who lost his air hose. He telephoned, but the set was tangled, and he was unable to communicate with the tender *Falcon*, 17 fathoms overhead. The surface workers noticed the break, and communicated with Eadie, who fought his way around the hull and dug out Mattax, who was lifted to the surface unconscious but recovered later.

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:—

North Wall Basin, *Ambrase*; South Wall Basin, *Peterel*, *Gannet*, *Nessus*, *Tern*; East Wall Basin, *S/Ms. L. 1, L. 2, L. 3, L. 4, L. 5, L. 6, L. 7, L. 8, L. 9, L. 10, L. 11, L. 12, L. 13, L. 14, L. 15, L. 16, L. 17, L. 18, L. 19, L. 20, L. 21, L. 22, L. 23, L. 24, L. 25, L. 26, L. 27, L. 28, L. 29, L. 30, L. 31, L. 32, L. 33, L. 34, L. 35, L. 36, L. 37, L. 38, L. 39, L. 40, L. 41, L. 42, L. 43, L. 44, L. 45, L. 46, L. 47, L. 48, L. 49, L. 50, L. 51, L. 52, L. 53, L. 54, L. 55, L. 56, L. 57, L. 58, L. 59, L. 60, L. 61, L. 62, L. 63, L. 64, L. 65, L. 66, L. 67, L. 68, L. 69, L. 70, L. 71, L. 72, L. 73, L. 74, L. 75, L. 76, L. 77, L. 78, L. 79, L. 80, L. 81, L. 82, L. 83, L. 84, L. 85, L. 86, L. 87, L. 88, L. 89, L. 90, L. 91, L. 92, L. 93, L. 94, L. 95, L. 96, L. 97, L. 98, L. 99, L. 100.*

VESSELS IN PORT.

The following were the vessels in port yesterday:—

British: *Linan*, *Tandu*, *Glenapp*, *Huyeh*, *Halward*, *Seitan*, *Philotto*, *King Yuen*, *Lompoc*, *Haining*, *Hai Yang*, *Kwai Sing*, *Polandhall*, *Kwei Yang*, *Han Yang*, *Man Sang*, *Tean*, *Telamachus*, *Phoria*, *Hueichow*, *Empress of Canada*, *Kueichow*, *Cape St. Agnes*, *Kiang Sing*, *Amye*, *Chuan*, *Gorgistan*, *Wing Hung*, *Sumatra*, *Taihou*.
American: *President Madison*.
Norwegian: *Praxer*, *Hund*, *Helios*, *Orja*, *Daviken*, *Havdrøt*, *Bokina*, *Eiger*, *Kronviken*.
Danish: *Clara Jensen*.
German: *Dorcy*.
Japanese: *Okaka Maru*, *Sungshan Maru*, *Ngato Maru*, *Kashima Maru*, *Corachi Maru*, *Sunida Maru*.
Chinese: *Hsin Foo Sing*, *Tai Fook Sing*, *Tin Chui*, *Tung Tuck*, *Yuan Jeng*, *Lee On*, *Dervent*, *Hui Cheong*, *Haiman*, *Han Foo Sang*, *Poo Tye*, *Lee Cheung*, *Gen. H. Hunt*, *Gen. H. Kwoh*, *Man Sun*, *Dutch*: *Tjondard*, *Hankow*, *Jan Otto*, *Hong Kong*.
Portuguese: *Kong On*, *King On*.
French: *Tai Foo Sek*.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

		ELLERMAN LINE
"CITY OF PEKIN"	Havre, London, Rotterdam & Hamburg	14th February
"CITY OF BRANES"	London, Rotterdam & Hamburg	20th "
"CITY OF MADRAS"	Havre, London, Rotterdam & Hamburg	26th March
"CITY OF GLASGOW"	Havre, London, Rotterdam & Hamburg	24th April
"CITY OF EASTBOURNE"	Havre, London, Rotterdam & Hamburg	25th May

AUSTRALIA SINGAPORE/AUSTRALIA

		AUSTRAL-ASIAN LINE
"KAZEMBE"	Leaves Singapore	7th May

For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" Lines or other services.

BOSTON, NEW YORK & BALTIMORE

AMERICAN AND MANCHURIAN LINE

"CITY OF KIMBERLEY"	via Suez Canal	25th February
"CITY OF ADELAIDE"	via Suez Canal	23rd March
"CITY OF DUNKIRK"	via Suez Canal	20th April
"CITY OF CARLISLE"	via Suez Canal	18th May

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

"TINHOW"

Loading for Mauritius, Delagoa Bay, Durban, East London, Algeas Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chindio, Inhambane, Zanzibar, Mombasa, Kilindini, Port Naititi, Tidenia Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India
Apcar and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BERMAT, OCEAN, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, SOYET, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KEYBER"	9,114	18th Feb.	Marseilles, L'don, Antwerp & Hull.
"NELLORE"	8,553	25th Feb.	Marseilles and London.
"KIDDERPORE"	5,334	2nd Mar.	Swat, Colombo and Bombay.
"MACEDONIA"	11,120	3rd Mar.	Marseilles and London.
"ALIPORE"	5,273	7th Mar.	Straits & Bombay.
"KHYA"	9,135	10th Mar.	Marseilles, London and Antwerp.
"KASHMIR"	8,985	17th Mar.	Marseilles, L'don, Antwerp & Hull.
"KARMALA"	9,128	24th Mar.	Marseilles and London.
"MANTUA"	10,946	31st Mar.	do.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April	Marseilles and London.
"NAGPORE"	5,283	21st April	do.
"MOREA"	10,953	28th April	Marseilles, London and Antwerp.
"KASHGAR"	9,005	5th May	Marseilles and London.
"JEYPORE"	5,318	12th May	do.
"MALWA"	10,956	19th May	do.
"DEVANHA"	8,155	26th May	Marseilles, London and Antwerp.
"NOVARA"	6,389	2nd June	Marseilles and London.
"MACEDONIA"	11,120	9th June	do.
"KEYBER"	9,114	16th June	Marseilles, London and Antwerp.
"NANKIN"	7,058	23rd June	Marseilles and London.
"MANTUA"	10,946	30th June	do.
"KASHMIR"	8,985	7th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	14th July	Marseilles and London.
"KASHMIR"	8,985	21st July	Marseilles, London and Antwerp.
"KALYAN"	9,144	28th July	Marseilles and London.
"MALWA"	10,956	4th Aug.	do.

* Cargo only.
† Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TAKADA"	6,949	12th Feb.	Singapore, Penang & Calcutta
"TALAMBA"	8,018	26th Feb.	do.
"TILAWA"	10,956	6th Mar.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	8,958	2nd Mar.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th Mar.	do.
"ARAFURA"	6,000	27th Apr.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hioio, Obo, Kolambangan, Tawao, Timor, Hurlin, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

The New Zealand Shipping Co.'s Steamers for Southampton and London
Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

• "ALIPORE"	5,273	11th Feb.	Kobe & Osaka.
• "TILAWA"	10,956	11th Feb.	Amoy, S'hai, Moji, Kobe & Osaka
• "KARMALA"	8,122	11th Feb.	S'hai, Moji, Kobe & Yokohama
• "KASHMIR"	8,985	18th Feb.	S'hai, Moji, Kobe & Yokohama
• "TALMA"	10,000	21st Feb.	Moji, Kobe & Osaka.
• "KALYAN"	9,141	25th Feb.	Shanghai, Moji & Kobe.
• "TAKLIWA"	7,328	1st Mar.	Amoy, S'hai, Moji, Kobe & Osaka
• "MANTUA"	10,946	2nd Mar.	S'hai, Moji, Kobe & Yokohama
• "ST. ALBANS"	4,600	2nd Mar.	S'hai, Kobe & Yokohama
• "NAGPORE"	5,283	3rd Mar.	S'hai, Moji, Kobe & Yokohama
• "MUNGOJIA"	18,594	17th Mar.	S'hai, Kobe & Yokohama
• "LABORE"	5,353	19th Mar.	S'hai, Moji, Kobe & Yokohama
• "MOREA"	10,253	30th Mar.	Shanghai, Moji, Kobe & Yokohama
• "AHAFURA"	6,000	3rd April	Moji, Kobe, Osaka & Yokohama
• "JEYPORE"	5,318	10th April	S'hai, Moji, Kobe & Yokohama
• "KASHGAR"	9,005	13th April	do.
• "MALWA"	10,998	27th April	do.
• "TANDA"	6,956	8th May	Moji, Kobe, Osaka & Yokohama
• "NOVARA"	9,828	8th May	S'hai, Moji, Kobe & Yokohama
• "OKYENBA"	2,155	11th May	do.
• "MACEDONIA"	11,120	25th May	do.
• "NANKIN"	7,658	4th June	do.
• "KHYBEE"	9,114	8th June	do.
• "MANTUA"	10,246	21st June	do.
• "KASHMIE"	8,985	6th July	do.
• "RAJPUTANA"	16,568	20th July	Shanghai, Kobe & Yokohama
• "KALYAN"	9,144	3rd Aug.	S'hai, Moji, Kobe & Yokohama

POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation as follows—
Ships at Sea, Europe, American Continent, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippines, French Indo-China, Provinces of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayan, Tebekam, Hoihow, Amoy and Foochow, etc.
It is notified for information that the rate for telegrams to Europe has been reduced from \$2.00 to \$1.70 per word from 1st inst.
Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.
Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

INWARD MAILS.

FROM	PAR	DUE
SHANGHAI & EUROPE via SIBERIA	Delagoa Maru	8th Feb.
SHANGHAI & SWATOW	Noochoo	8th Feb.
STRAITS	Yamaguchi	9th Feb.
STRAITS	Tilawa	9th Feb.
EUROPE via NIPAPATAM (letters only)		
London 13th Jan.		
STRAITS & AMOY		
MANILA	Emp. of Australia	10th Feb.
JAPAN & SHANGHAI	Amo Maru	10th Feb.
STRAITS & London parcel mail (London 3rd Jan.)	Karmala	12th Feb.
JAPAN & SHANGHAI	D'Arlesian	14th Feb.
AUSTRALIA & MANILA	Tango Maru	15th Feb.
JAPAN & SHANGHAI	Kyber	17th Feb.
STRAITS	Hokana Maru	19th Feb.
JAPAN	Makima Maru	21st Feb.
CANADA, U.S.A., JAPAN & SHANGHAI	Kan. of Russia	23rd Feb.
JAPAN & SHANGHAI	Katori Maru	24th Feb.
STRAITS	Suzuki Maru	4th Mar.

OUTWARD MAILS.

FOR	PAR	DATE
Swatow & Amoy	Cramer	Wednesday, 8th
STRAITS	Haiyang	4.30 p.m.
Wei Hai Wei	Wai Shang	5.00 p.m.
Swatow, Amoy & Formosa	Deli Maru	Thursday, 9th
STRAITS & Calcutta	Kai Sang	8.30 a.m.
Bandak		Noon
Shanghai & EUROPE via SIBERIA	Mausang	1.00 p.m.
Swatow	Kwangsue	1.30 p.m.
	Huanying	2.30 p.m.
Swatow, Amoy and Foochow	Hai Yang	Friday, 10th
Shanghai	Nochoo	Noon
STRAITS, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 11th March	Komo Maru	8.00 p.m.
		9.00 p.m.
Hoihow, Pakhoi and, Haiphong	Tam	Saturday, 11th
Japan	Yamaguchi	10.30 a.m.
Swatow via Swatow	Kiangsu	Sunday, 12th
Swatow, Amoy and Formosa	Hokana Maru	9.00 a.m.
Java via Batavia	Tyondari	9.00 a.m.
Shanghai	Emp. of Australia	Monday, 13th
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 24th February	Changste	5.00 p.m.
		8.00 p.m.
Swatow, Amoy and Foochow	Hai Hong	Tuesday, 14th
		Noon

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid \$50,000,000
Reserve Funds:—
Sterling £5,000,000
Silver \$13,500,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BARNARD,
Chairman,
A. H. COKER, Esq.,
Deputy Chairman,
W. H. Bell, Esq., C. G. S. Mackie, Esq.,
N. S. Brown, Esq., W. L. Patterson, Esq.,
A. Macgowan, Esq., T. G. Wall, Esq.,
H. P. White, Esq.,
Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:
Amoy, Hongkong, Peking, Shanghai, Yokohama,
Bangkok, Iloilo, Penang, Singapore,
Batavia, Ipoh, Rangoon, Saigon,
Bombay, Johore, San Francisco,
Calcutta, Kobe, Canton, Kanton,
Canton, Kuala Lumpur, Singapore,
Colon, London, Lyons, Samsui,
Dairen, Lyons, Samsui,
Fookow, Malacca, Patani,
Haiphong, Manila, Tientsin,
Hankow, Moukden, Tokyo,
Harbin, Nagasaki, Tsingtao,
New York, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 13th Sept., 1927. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. \$3,500,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK

Total Resources in excess of U.S. \$337,000,000.
D. M. BIGGAR,
Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital, Guilders 150,000,000.
(£12,500,000).
Paid-Up Capital, Guilders 80,000,000.
(£6,400,000).
Reserve Fund, Guilders 40,000,000.
(£3,200,000).

Head Office: AMSTERDAM.

Branches: Batavia, Bandoeng, Bencoolen, Birmah, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

These offices have Safe Deposit Boxes to Let.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world.

Banking Business of every description transacted.

O. STEENSTRA, Manager.

Hong Kong, 30th July, 1927. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up... Yen 100,000,000

Reserve Fund... Yen 96,000,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:

Alexandria, Honolulu, Rangoon, Saigon, Shanghai, Yokohama.

Batavia, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Canton, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Colon, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Fukuoka, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Hankow, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Harbin, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Hankow, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Harbin, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

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Hankow, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Harbin, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES:

ALGERIA, AMOY, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, COLON, HANKOW, HONG KONG, KANSAI, KOBAY, KUALA, KUPONG, LONDON, LYONS, MANILA, MADRAS, MALACCA, MEDAN, NAGASAKI, NANKOW, NIPPON, Peking, PENANG, PORT SWATOW, RANGOON, ROTTERDAM, SHANGHAI, SHIMODA, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
J. R. GEORGE,
Manager.
Hong Kong, 6th Jan., 1928. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital fully paid up... Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 15,000,000

BRANCHES:

Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Vinh, Pnom Penh, Peking, Shanghai, Tientsin.

FRANCE: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: American Exchange Irving Trust Co.

San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the world.

A. ROLLIN, Manager.

Hong Kong, 1st January, 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,050,000

Reserve Fund and Rest £1,545,867

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Colon, Hong Kong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

HONG KONG BRANCHES:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 19th April, 1927. [29]

THE BANK OF CHINA.

行銀國中

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL, 800,000,000.00

PAID-UP CAPITAL 18,760,200.00

RESERVE FUND 9,864,398.68

HEAD OFFICE: PEKING

Hong Kong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers: THE EQUITABLE TRUST COMPANY, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 29th June, 1927. [38]

FROM 1878 TO 1928

ALSO PACKED IN REGULAR 50s AND 20s

TIME & CHANGE

During the past fifty years many changes have taken place in manufacturing methods. To-day "THREE CASTLES" cigarettes are made in model factories replete with the most up-to-date machinery, but the Quality of the Virginia Leaf used has never varied. "THREE CASTLES" are inherently good—as good to-day as they were half a century ago.

THREE CASTLES CIGARETTES

The Oldest Brand of World Fame

BANQUE DE L'INDO-CHINE.
Head Office: 96, Boulevard Haussmann, Paris.
Subscribed Capital, Frs. 75,000,000.00
Paid-up Capital, Frs. 68,400,000.00
Reserve Fund, Frs. 89,384,518.10
BRANCHES: Bangkok, Batavia, Canton, Cebu, Colon, Hong Kong, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

P. & O. BANKING CORPORATION, LIMITED.
PAID UP CAPITAL £2,584,166
RESERVE FUND £190,000
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